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TITLE OF THESIS

A HISTORY OF THE GARDEN PENINSULA

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A HISTORY OF THE GARDEN PENINSULA

by

Thomas Edward Jacques

A dissertation presented to the faculty of the Graduate
School of Northern Michigan University in partial fulfillment
of the requirements for the Degree of Master of Arts in
Education.

May 1976

Thesis directed by Richard O'Dell, Ph.D.

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TO THE PEOPLE OF THE GARDEN PENINSULA

The research for this study, which spanned the period from 1966 to 1972, resulted in an attempt to relate the history of by-gone days of the Garden Peninsula and its islands, a history which is somewhat misty with the years. It is an attempt to unlock some of the doors to the many events, secrets, mysteries and stories which time has held hidden heretofore.

The Garden Peninsula has a rich and interesting history. I take full responsibility for the content of the material here presented, and I hope I shall not be judged too harshly for any errors that have been made either accidentally or due to lack of correct information in this difficult task. This is not a complete history of the Garden Peninsula, nor was it intended to be. Although this work leaves much to be desired, I am sure, I feel it is a good start, and I hope that future generations will be challenged to improve upon it and carry it forward.

ACKNOWLEDGMENTS

At this time I would like to express my appreciation to the many people who have in some way contributed to this work. I wish to thank my grandmother, Mrs. Edward (Blanche) Jacques, my aunt, Mrs. Charles (Harriet) Winter, Mrs. William (Mildred) Swaer (Deloria), Mr. James Dotsch, Mrs. Alfred LaValley, Father Joseph (Joe) Callari, Mrs. Charles Gauthier, Mrs. Harold Heafield, Mrs. Wesley Horning, Mrs. Howard Gierke, Mrs. Robert Tatrow, Mr. and Mrs. Roland Boudreau, Mrs. Nettie Van Remortel, Mrs. Robert Mosenfelder, Mrs. Cornelia M. Jensen and those who may have helped in any way, especially Mrs. George Coppess, whose help can not be measured, and my mother, whose understanding and patience meant so much to me.

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Chapter I

THE GARDEN PENINSULA

The Garden Peninsula has often been referred to as a place of natural beauty. Those who find the time in this fast moving world to drive down the Garden Peninsula are sure to testify that it has truly been blessed with the wonders of nature. Each season has something new to offer. One finds that, as time passes and the lives of the people are changed, the area's beauty remains to give pleasure to those of yet another day.

This piece of nature's architecture is located on the north shores of Lake Michigan in the southeasternmost portion of Delta County in the Upper Peninsula of the State of Michigan. The northeastern portion of the Garden Peninsula is located on the north shores of Lake Michigan in the southwesternmost portion of Schoolcraft County in the Upper Peninsula.

To the north the Garden Peninsula is bordered by U.S. 2. The city of Manistique lies approximately twenty-five miles northeast and the city of Escanaba approximately fifty miles west of the village of Garden. The length of the peninsula is approximately twenty-seven miles, with the width varying from about five to twelve miles.

In the metallic minerals, deposits of iron are below the Cambrian sandstone at depths of about 1,000 feet. Nonmetallic

minerals include quantities of sand and gravel amounting to some 31,000 tons. There are also fairly large reserves of limestone and dolomite, the surface cover of which is very thin, thus making it easily accessible in many places.

The timber resources of the area consist of substantial acreage of merchantable hardwood, aspen, balsam, spruce, cedar, and pine along with miscellaneous species; estimate, 7,000,000 feet.

The length of the growing season within the area is about 144 days, with frosts rarely experienced after June 1 and not before September 15. Cool nights, comfortable days and generally low humidity mark the summer season. The winters are generally dry and cold. Although snow remains throughout the winter months, sloppy, unhealthy melting conditions rarely occur. There are no records of bad floods or destructive wind storms.¹

As one traverses this peninsula, he will find that although it is heavily forested there are also gentle open rolling lands, flat farm fields, high rugged limestone cliffs and miles of beautiful meandering shore line. From this varied landscape one finds communities of diverse nature sprinkled along the length of the peninsula.

Today as one turns off U.S. 2 and onto county road 483, which makes its way down the western side of the Garden Peninsula, the traveler finds the area heavily forested. Here, where only a few years ago there were mostly summer homes and cottages, the area is now being rapidly settled on

a permanent basis. The whole of this is known as the Garden Corners. Shortly thereafter one passes the new Big Bay de Noc Public Schools facility and the two cemeteries; one Catholic, one Protestant. From here, one travels through dense forest until reaching Valentine Creek where once a few early settlers made their home. Now one finds the land opening into a gentle rolling countryside with a few scattered homes and farms. Just two miles north of the village of Garden there is a little cluster of homes that marks the Kate's Bay settlement. The locality was named after an old Indian woman known as Kate Van Aucken, who had been fishing there when the first white settlers arrived. Those who live at Kate's Bay today are either retired or make their living elsewhere.

Two miles south of Kate's Bay one reaches Garden's village limits. It is the largest community on the Garden Peninsula and the only incorporated village in Delta County. The population of the village is approximately three hundred. In early times Garden was also known as Garden Bay. The bay and its adjacent land were so named because of the fertility of the soil. There is little work to be found in the village. A few men and women are employed in the local stores, postoffice, school, garages, or by the village. Most of the men look elsewhere for work in construction, paper mills, commercial fishing, and in the woods. Many times this line of work takes the men far from their homes. They have to spend many hours on the road to and from their jobs, and often they are only home on weekends. Many villagers are retired. Most of the

land immediately surrounding the village is well known for its rich soil used both for crops and the raising of cattle.

Bordering the village of Garden on the northwest is the community of Van's Harbor. It was named after Lewis Van Winkle, who built and operated a sawmill there for many years. Today commercial fishing still lingers. Many of the younger men have to travel to work as they do in Garden.

Upon leaving Garden one travels through open rolling countryside with a sprinkling of homes and farms. Nine miles south of Garden one reaches Fayette Harbor. This site was once a thriving iron smelting town, from the 1860's to the 1890's. It was named after Fayette Brown, onetime general manager. Earlier it had been known as Snail Shell Harbor, Plum Harbor and Squires' Harbor. The long abandoned town is now a state park. Today the area surrounding the park is referred to as Fayette and is rural in nature. Most of the people in this region are farmers or are retired.

A few miles south of Fayette one must turn off county road 483 onto a gravel road in order to reach Sac Bay. It is not known definitely how the area received its name. There are two accounts. One is that it was so named because of the shape of the bay; the other is that it was named for a band of Indians known by that or a similar name. There are only a few people living there today. They make their living in the same way as other people on the Garden Peninsula.

Returning to county road 483, and just a few miles to the south, one enters the small community of Fairport. Fairport

faces Big and Little Summer Islands, both just a few miles offshore. An early settler named Saunders designated the spot "Fairport" in honor of his wife whose maiden name was Fairburn. Commercial fishing is the only industry there. Those who do not fish leave to find work elsewhere.

The history of the Garden Peninsula goes back to the seventeenth century. It is believed that Jean Nicolet skirted the Big Bay de Nocquet Peninsula and traced the Summer, St. Martin, Washington Islands route to Green Bay. Father Jacques Marquette and other Jesuit priests, intrepid in their zeal, followed to establish missions at Indian centers of population.² When the next white men came to the peninsula during the middle of the 19th century, they discovered a small, friendly settlement of Indians at the mouth of the Garden Creek.

What is known as Fayette today was purchased by the Charcoal Iron Company in 1864. The balance of the peninsula land, except that which was owned by some of the early settlers, is believed to have been acquired in 1860 by Sebastian B. Duroc, a French missionary working for the Marquette Diocese. In 1864 the land was in the name of Sebastian B. Duroc and Miss Julia Bourion, who was in his service and who had invested money to improve the lands with buildings, cattle and other goods. Later transactions by Duroc and Miss Bourion, both of Marquette, resulted in land transfers to various parties. It has been said that some of Duroc's land also went to the Charcoal Company.³

Chapter II

THE NOCQUET AND OTHER INDIANS OF DELTA COUNTY

Although very little is known about the different bands of Indians of the Garden Peninsula and Delta County, it is hoped that the following information will give some insight as to what transpired among them.

It is believed by some authorities that no permanent settlements were made in Delta County by the "Red Man" previous to the beginning of the nineteenth century. It is known, however, that prior to this time the country adjacent to the shores of the Bays de Nocquet were visited for the purpose of hunting, fishing and possibly for other reasons as well. These Indians most likely came from the north, the Mackinaw area, the islands of Lake Michigan and Wisconsin. It is known that at times some of the Indian tribes were accustomed to take long journeys in their hunting expeditions, or for the purpose of measuring their prowess in battle with others, and the assertion that this vicinity was the scene of many of their early exploits is not unfounded.

However, much debate has arisen over the question of the origin of the different tribes who have since made this locality their permanent residence, as the information regarding them is mostly traditional and that gleaned from the Red Man's record, the Great Book of Rocks.¹ In The Indians of Michigan, Emerson

F. Greenman notes with respect to the Nocquet band: "The Nocquette were located by Father Paul Le Jeune in 1640 beyond the rapids at Sault Ste. Marie on the north shore of a little lake. This locality is impossible to identify, but in later times the Nocquette were around Big Bay de Nocquette at the north end of Lake Michigan, and they gave their name to that bay. The Nocquette are now usually regarded as the Bear clan of the Chippewa, the name means 'bear foot.'" ²

It is true that the Bays de Nocquette are named for the Indians who are known to have occupied the area many, many years ago. It is said that the Indian name of this bay was Wey-oh-qua-touk; the French called it Baye-de-Nocquet from the tribe of Indians that dwelt there. It is believed their descendants or people very much like them were living here when the first white man, Etienne Brule, a French adventurer, visited the Upper Great Lakes sometime between 1600 and 1622.

It is believed that about 1634, only fourteen years after the Pilgrims landed at Plymouth Rock, Jean Nicolet skirted the Big Bay de Nocquette Peninsula and traced the Summer, St. Martin, Washington Islands route to Green Bay. Father Jacques Marquette and other Jesuit priests, intrepid in their zeal, followed to establish missions at Indian centers of population. Father Marquette visited and explored the shores of at least Big Bay de Nocquette and the islands to the south, naming St. Martin's Island.

A Peaceful People

The Nocquettes are believed to have been related to the Chippewas to the north and east and to have been neighbors

of the Menominees to the south, and friendly with both. Perhaps because they were an amiable and not numerous people who occupied an unstrategic area as far as the French were concerned, there is little record about the Nokes in early history.

Their name appears spelled variously, Nokes, Nokens, Nonkens, Noquets, Nocquets and Noquettes in the Jesuit Relations, translations of the papers of Sieur de La Mothe Cadillac, and other sources. Their name will also be found as Nocquet, Nocquettes and Noc. They were one of the bands of the Algonquin tribe whose territory extended from Northern Green Bay and the Bays de Nocquettes northward to the south shores of Lake Superior.

The fierce Iroquois drove other tribes westward, among them the Potawatomies of lower Michigan. Cadillac notes that in 1671, the Potawatomies were located on "Noquet Island" in Lake Michigan. This was Washington Island. Here in the fall of 1679, Rene Robert Sieur de La Salle's sailing ship Griffon, first vessel of its kind on the Great Lakes, took on a cargo of furs. She set sail for the return to Lake Erie, but, apparently lost in a storm, was never heard from again.

Fishing, hunting and trapping occupied the Nokes and kept them largely at home and out of white man's mischief. Unlike the Menominees, who rallied several hundred warriors to assist the French at Detroit against the British, the Nokes let others fight the wars that eventually brought the Old Northwest under American control.

Only Name Remains

Henry Rowe Schoolcraft, Indian agent at Sault Ste. Marie,

in a statistical report of November 21, 1832 named three "villages of periodical encampment" on the northern curve of Green Bay. They were Nocquet, Weequaidons and White Fish Creek. Their total population was only twenty.

Dwindled in number, reduced in health and property, and losing their lands to the encroaching whites, the Noquets had now come to the end of the line. They had not only lost a primitive culture and dignity - their identity was also gone. Now they were lumped with the Chippewas, their name perpetuated only in the Bays de Nocquet (Noc).

Archaeologists and Indian relic seekers point to many shore and river sites where the Nokes once had villages. Here may yet be found occasionally an arrow point of flint, a bit of pottery, a copper knife. A grave, said to be that of Chief Tacoosh, was uncovered on Sand Point when construction was underway in 1901. Arrow points, beads, a Jesuit Cross attached to a chain, a calumet, a small bottle and a broken mirror along with other things were recovered from the grave and are now displayed at the Delta County Historical Museum.³

One of the early settlements was made upon the banks of the White Fish River, a short distance from its confluence with Little Bay de Nocquet. At the time Mrs. Louis A. Roberts first became acquainted with them, they were ruled by a chief named Chip-pa-ny, who was recognized as the head of all the bands in this vicinity. Chip-pa-ny's band dwelt on the White Fish, and traditional history says that the river received its name from this early ruler.

The several bands paying tribute to Chip-pa-ny dwelt either on the banks of the rivers at the head of Little Bay de Nocquet, or on the shores of the bays and their islands. One of the principal bands, the name of whose chief the writer has been unable to learn, resided at Garden Bay, near the mouth of the Sturgeon River.

A second band, ruled by a chieftain named Tacoose, dwelt on the banks of Tacoose River, in whose honor it was named by his people. The other bands were small in numbers and of a roving disposition. When Father Marquette explored this shore and discovered St. Martin Island, he found it occupied by small bands who used it as a temporary residence. At the time this country was settled by white men, there were three permanent villages: at White Fish, Garden Bay and Tacoose.

Chip-pa-ny died in 1840 and was succeeded by Silver Band, the last chieftain who is known to have been recognized as a principal ruler after the encroachments of the early settlers. Chip-pa-ny and his people left evidence that they were above the average of the race in intelligence and civilization. They cultivated the land at Garden Bay, and established a cemetery at Burying Ground Point. They are known to have been a peaceful and well ordered people. The country inhabited by them for so many years gives little evidence of strife and warfare. If they waged war with any tribes, the only conclusion to be drawn is that the battles were fought on distant battle grounds, as no relics or implements have been found in later days. As a rule, relics of war and peace are generally brought to light

as the country or locality is transformed from a wilderness into the home and dwelling of the husbandman.⁴ But, there are tales that not all were so peaceful, and that there were at least occasional wars in Door County, Wisconsin, and possibly other areas. The legends are that Death's Door got its name from slaughter among Indian canoeists who fought continuously there.

Probably the earliest trace of Indians of any kind on the Garden Peninsula was that found in the caves at Burnt Bluff, located between Fayette and Fairport. The caves rise to a height of about 200 feet above the waters of Big Bay de Nocquet and stretch along the shores for about two miles. The water in front of the bluff drops off to depths of up to eighty feet. The paintings in these caves are believed by geologists to have been done about 1500 years ago.⁵ Work done by students of Western Michigan University in the summer of 1972 at Valentine Creek also uncovered early traces of Indian habitation.

Indians at Garden and Nahma

The Indians at Garden and Nahma settled there sometime before 1848. The exact date is not known. Before coming here the Indians had lived on Beaver Island, Sugar Island and several other islands in Lake Michigan. The Indians stayed on these islands until the hunting and fishing were on the downgrade and the white man started crowding them. Then about a dozen or more of the men ventured out in birch bark canoes and headed straight for the Garden Peninsula. They explored the region and found it to be well inhabited with game. The adjacent waters contained an abundance of fish. These men journeyed

back to the islands and reported this.

After conferring with the rest of the tribe, they started the trip over water, some forty miles and with good luck they all made it safely to the Garden Peninsula. They remained there for quite a few years. But while on a hunting trip, the men came as far as Indian Point and discovered it to be a better place to live. The many stones there offered an excellent place to make arrow heads. There was a lack of flint here, so the Indians used stones that would split evenly. They then came from the Garden Peninsula and settled on Indian Point.

The Indians now broke up into two tribes, those who settled near the shore and those who lived farther inland. The Indians who lived next to the shore did much fishing and trading with the Indians in the woods for the meat they had in stock. This made it easier for the people to get their food.

The Nahma Indians never had many enemies. They were of a friendly nature, although they did have several encounters with the Mohawk Indians who lived in the Green Bay area. They were considered by the Chippewas as one of the most savage tribes around here. The Mohawk had a belief that someone had to die so that no harm would come to anyone in his family. If he didn't kill someone before the year was up, someone in his family would have to die and, of course, this sometimes happened. So these Indians went on marauding parties. They wouldn't just walk into another tribe and slaughter them, but would give them a fair warning before they attacked. They would never kill

everyone in the tribe; they were always kind enough to spare some of the men to keep the rest of the tribe going. One of these battles was fought on Indian Point, somewhere near the gravel pit.

The first Indian cemetery was said to be located on Indian Point, and it is still being used today. If a baby died in those days, he usually wasn't buried in the cemetery. He was buried next to the house or tepee and, a little hut was built over the grave. In the grave or hut were set little bows and arrows and other little trinkets for the child to play with in his next life.

The Indians built the Catholic Church at Indian Point. They received the lumber from the mill which was located somewhere near the Half Mile Bridge. The church has been rebuilt several times since then.

The Nahma Indians didn't have much recreation. They played a game which is similar to our game called soccer. The Indian had to be skilled with the bow and arrow, so they had many games to test the skills of each hunter.⁶

Indian Copper Legend

Evidence to the effect that there was some pre-Indian settlement on the Garden Peninsula came to light years ago when David M. Cota, a resident farmer of Garden (Kate's Bay), told of an old legend concerning copper and the first Nahma mill, the date of which is not certain. He said his father, Fred Cota, told him a story many times of the early days when the Indians then living in some numbers on the peninsula and

around Nahma came to the rescue during a situation that developed in the mill construction. The millwrights had proceeded to a certain point in the setting up of the machinery, and then had run short of material such as bearings for the shafts. This threatened to delay the construction beyond a reasonable time limit. They fretted over the possible delay and declared that, if only they could find some supply of copper that would serve their purpose, the situation would be saved.

The Indians, noting the progress of the work and the perturbation that the shortage of "babbitting" material was causing, spoke up and asked if ordinary pure copper would help. They were assured it would, whereupon they volunteered to produce some copper, several pounds of it, in fact. But they declared it would require two, possibly three days for them to obtain it. They were very mysterious and wanted nothing told about it, but declared unequivocally that they could produce it. "Where from?" they were asked. Well, it developed that it would take a day or two days' journey in their Mackinaw boats, sailing vessels. They were told to go ahead if they thought they could get the copper. The Indians set out and at the end of two or three days returned in their boats with several rough, natural shards of real copper, pieces that were evidently stripped from between layers of other rock and cached somewhere, perhaps in some of the caves of Burnt Bluff, or perhaps farther away, or in a cave not over a days' sailing distance by Mackinaw boat from Nahma. They were very secretive and would never divulge where they found the copper, or even what direction they took.

The copper was used as intended.

Now it is perfectly obvious that the copper was not from any native source; even the old timers did not believe that. It occurred to many that the Indians had discovered a horde of the material cached away, probably mined in the Keweenaw district or on Isle Royale, and had brought it down from that area by canoe, to be used in the production of weapons and utensils.

For years this story has been told and believed by some in the community, and for years there was a halfhearted search by pioneers who by guile and other efforts sought to learn the place from which the copper was obtained. Never a word was divulged from the Indian sources about it. But there has been a persistent rumor that caches of copper, similar to that produced by the Nahma Indians, have been found on the peninsula. There is nothing definite about this.⁷

Chapter III

EARLY SETTLERS ON THE PENINSULA

Prior to 1850 there were only a few families living on the islands, and no known settlers had put down roots on the mainland. During that year, however, there were a few settlers scattered at various points along the Garden Peninsula. They set the stage for the growth of future communities. In 1850 the Thompsons settled at Garden Bay and the Baileys at Kate's Bay. Around 1856 the Sexton brothers, John and George Orin, lived in Kate's Bay. By 1860 the Squires family had settled at Snail Shell Harbor, a few years later renamed Fayette Harbor. By the mid-1860's several families were to be found at each of these localities, and by 1870 all of the present communities were settled.

All of these early settlements were easily accessible to the waterways that surrounded the peninsula. Whether the early settlers were hunters and trappers, commercial fishermen, farmers, and lumbermen, or whether they were working for the Jackson Iron Company, the waterways in all cases were essential to them. They let the early settlers take goods out and bring goods in. Water was the main if not the only link with the outside world. Pioneers regularly visited the ports and harbors all along the shores of Green Bay and Lake Michigan.

During the mid-to-late 1840's when the Douglas and Philemon Thompson families settled first on St. Martin and then Summer

Islands, they became familiar with various points on the Garden Peninsula. Land records show that Philemon Thompson had purchased or had been granted land on the peninsula in the late 1840's and the early 1850's. This land was located at the present site of Garden. Philemon and his family settled near the mouth of the Garden Creek in 1850. His livelihood was gained from hunting, trapping, and fishing. Philemon did much trapping and hunting throughout the peninsula and as far north as Big Fish Dam River during the winter months. In later years his skins were taken to Escanaba when the ice left the bays in the spring.

All known accounts relate that the Thompsons had lived at Garden Bay for some years before the next white settler located at Garden Bay. There were, however, a few Indian families along the creek at that time. Some of Philemon's children were born there, who in their early youth played with the Indian children on the banks of Garden Creek. The Thompsons, like other early settlers of the region, were highly mobile. Most of this mobility was confined to the surrounding waters by use of a sailboat. Around 1866, on the banks of Garden Creek, Philemon Thompson built his own schooner which he used to carry his furs and goods to Escanaba.

The early settlers generally seem to have had sailing experience. It was an important part of their way of life. They moved freely among the islands between the Garden Peninsula and Door County, Wisconsin. They also visited Green Bay and Chicago.

At the same time that Garden was being settled, people were beginning to locate at Kate's Bay. Tradition has it that

a French Catholic priest by the name of Dufour started a colony for French folk near the site of present day Kate's Bay about 1849 or 1850. It has been said that they came from Paris, France. Money was sent from France to help them out, but the priest used it foolishly and the colony dissipated. Some of the people remained, however, such as Mr. and Mrs. Ferdinand Roberts (Robitaille) and Mr. and Mrs. Charles Lapalo (Lappelleau).

Asel Y. Bailey and his family, including his father William, are regarded as the very first white settlers at Kate's Bay; they were joined shortly by Mr. and Mrs. Avery Dane. Other early settlers in the area were the Sexton brothers, George Orin and John.

The only one living there when these first newcomers arrived was Kate Van Aucken. Her name was given to the territory and its adjoining bay. Kate, an Indian woman, lived in a cabin on the shore of this bay. She lived alone except for a half-breed boy, not her own son, but one she had adopted. Her husband was dead and buried in a clump of cedars near the foot of the hill. She was a fisherwoman who apparently had been fishing here for years. When the boy reached the age of fifteen, they left in her boat and were not heard of again.

It is believed that the Bailey family arrived by 1850; land records show that they purchased land here as early as 1852. The family acquired substantial amounts of land on the shores of Kate's Bay on the Garden Peninsula. With considerable effort they cleared much of the land for a home and for farming. They also hunted, trapped and fished. Tragedy struck this family

after all their years of hard work when several members met untimely deaths due to consumption (tuberculosis). There was another tragedy when one of their sons was drowned near Green Bay when but a child.

Around the mid 1850's George and John Sexton arrived at Kate's Bay. They were to become good friends of the Baileys. George left Chicago and headed for Sturgeon River, (Nahma), Michigan, arriving there in 1855. He worked in a sawmill at that place. John decided to follow his elder brother, reaching Sturgeon River the next year. The older brother bought a damaged twenty-five foot yawl which he repaired and fixed up as a schooner or sailboat. It was christened the Oddfellow, but to those early pioneers it was a worthy craft. It is said that they were also partners in a fishing business. John stayed about two years at Sturgeon River.

Not much is known about George Orin except that he was married and had children. George decided that he would return to Chicago in order to sell a piece of property there. It was his intention to bring back a load of supplies, including twine with which to make a pound net, a fish net arranged to form an enclosed space with a narrow opening. He chose as his companion Robert Savage, a youth of about seventeen or eighteen years of age. The courageous pair set out on their perilous trip and landed safely somewhere near Milwaukee. Here they decided it was impossible to continue by boat on account of a strong head wind. The rest of the trip to the "big city" was made by rail.

The real estate business was settled, a supply of groceries,

twine, and other items purchased, and the return trip by rail to Milwaukee was made in safety. This was in November 1859. One can guess at the kind of weather prevailing. But it had been storming for some time past, and George Sexton and his companion found a number of seamen waiting for the weather to moderate before attempting to get out. The two men waited, too, but soon became impatient at the delay. From a point south of Milwaukee they started out on an ill-fated trip on the 25th of November with a heavy south wind blowing. They were, as they hoped, bound for home. But the storm was too severe. Some time afterward the body of the older seaman was found about two to nine miles north of Two Rivers, while that of his companion was found on the shore near the boat, which had drifted ashore near the Two Rivers' light house. Their bodies were said to have been found by some Indians and buried there by them. John Sexton was living at Kate's Bay when he got word of the death of his brother and his companion by an Indian runner.

George Sexton's wife Arzelia, was left with three children to support, a difficult proposition in those days. They were then living at Van's Harbor, near Garden. George Sexton had bought land on Garden Bay and had built a house there. Only one other family lived in Garden then, the Thompsons who had come from England. John took upon himself the responsibility of temporarily providing for them, and this was an incentive for him to settle down in the Garden district. During his brief stay at Van's Harbor he chopped cordwood, fished a little,

and in fact did any odd job he could find.

In the spring of 1860, Asel Y. Bailey told John Sexton to build a house on the Bailey property north of Garden and move Mrs. George Sexton and her three daughters there, so that John and the Baileys could take care of them. This he did. Here he fished in partnership with Bailey. It was five years before he had enough money to send them back east to New York to her family.

It is said that in 1860 John Sexton bought the Avery Dane property and sailed across the lake to southern Michigan to have it recorded. The Danes went to southern Michigan.

It is also reported that sometime after this, Sexton fished at Washington Island. About this time, also, Sexton apparently bought a half-interest in Round Island consisting of two fractional sections, nearly forty acres all told. This property is located about twelve miles from Fayette. Here he fished three different falls for whitefish. Fish were plentiful in those days. One autumn during this period, assisted by two other men, he caught and salted 400 barrels of 200 pounds each of whitefish. John continued in the fishing business until his marriage to Mary Ann Gates on March 22, 1868 in Garden.

The newlyweds went to live in the Dane house at Kate's Bay. Later Sexton purchased a fraction of shore land, about thirty-one acres. Nearly all of this land was cleared by his own efforts. In 1878 John Sexton had a new house built on the hill east of the log house.

John Sexton was a good trapper and spent his winters on

his trap line. His line ran from Garden Creek, east to Lake Michigan, then up Pete's Creek as it was called at that time. He usually went east to the Bursaw (Burso) Creek, then west to the Big Fishdam, on to the Sturgeon River and down to Nahma where he left his hides until it was time to sell them. Then he crossed the bay to his home. It took him four days to make the trip.

In his farming he was generally interested in beef cattle. He built up a good herd which was destroyed by fire in 1903. He rebuilt his farm, but after a few years commenced to put his tools and machinery away one at a time.

John Sexton was the first master of the Kate's Bay Grange, and his picture hung on the Grange walls for many, many years. Many a good story can be told about this fine old gentleman.

Approximately ten years after settlers had decided to make their homes at Garden Bay and Kate's Bay, the Squires family made their appearance and shortly thereafter settled at Snail Shell Harbor. This harbor is also known variously as Plum Harbor, Squires Harbor and Fayette Harbor. The Squires family originally came from Lockport, New York. Hiram G. D. Squires purchased Snail Shell Harbor around 1860 or 1861. The Squires stayed at this beautiful spot for only a few years, then sold the harbor site and its adjacent woodland to the old Jackson Iron Company about 1864 or shortly thereafter.

A letter to John P. McColl in Escanaba from Hiram G. Squires of Garden, dated July 31, 1916 gives some insight into those early days:

.....I was discharged from the army at Nashville, Tennessee, December 10th, 1862, and arrived at my father's where Fayette is now, January 7th, 1863.

I had to walk all the way in from Green Bay, as there was no boat nor stage running at that time of the year, and, in fact, no road this side of Menominee. I stopped over night at Ford River, had my dinner at Flat Rock, stayed over night at Masonville, then through the woods to Ogontz, and around the beach to Nahma and across the ice to Father's at Fayette Harbor. T. J. Streeter was Superintendent at Nahma then. There was not a rod of public highway this side of the bay at that time. Old Philemon Thompson lived here at the mouth of Garden Creek; his log house was situated just about where the house I am now living in is. He had a span of Indian ponies and A. Y. Bailey at Kate's Bay had a yoke of oxen. Those were the only teams this side of the bay. When my father wanted to plow his garden in the spring, we would come down in our sailboat to Bailey's, and father would take the plow and ox yoke in the boat, and I would drive the oxen around through the woods and we would do our plowing. Then father would bring the plow and yoke back in the boat and I would drive the oxen home through the woods. Our nearest post office was Masonville. We used, however, to get our mail at Nahma as Streeter sent an Indian through the woods once a week to Masonville for the mail. We paid Streeter a shilling for every letter we received, nothing for papers, and nothing (except 3¢ postage) for letters sent out. The shilling a letter went to help pay the Indian.After I regained my health I re-enlisted, this time in the U.S. Navy, and served till the fall of 1865, when the war was over and I was discharged and, came back to Fayette again to father's.¹

In 1863 when Garden Township was created, the H. G. D. Squires home at Squires Harbor was chosen as the site of the first township meeting, on the first Monday in April 1863. Some years later Garden Township was discontinued. When Garden Township was reestablished in 1882, Thomas Streeter, William Olmsted and Hiram G. Squires presided at the first township meeting as "Inspectors of Election." The first township hall was operated by Hiram G. Squires in the mid 1860's.

The first school in what is now the village of Garden was operated upstairs over the Antoine Deloria store, and the first classes were taught by Hiram G. Squires. Two years later the first school was built on Water Street, once the residence of Ed Lemirande. This was around 1878, and the teachers were Squires and L. C. Beardsley. It is said that Squires also taught at Kate's Bay about this same time. Not only was Squires a teacher, and not only did he serve in the Civil War, but he was a justice of the peace and was postmaster from 1883 to 1884.

Chapter IV

THE ORGANIZATION OF DELTA COUNTY

Deputy Surveyor William A. Burt, of the U. S. Geological Survey, first entered what is now Delta County in 1841 when establishing boundaries of the northern tier of geographical townships. Records show that Delta County was first laid out in March of 1843.

Although counties were set off in certain years, they were often attached to other counties for judicial purposes. Delta County was so attached to Michilimackinac County at this time.¹

In 1844 Burt was in the area of the Escanaba River, surveying township boundaries and collecting mineral specimens, for part of the season in company with Dr. Douglass Houghton. In 1845-46 John and Austin Burt, sons of William Burt, were in central and greater Delta County surveying township boundaries. In 1847-48 James H. Mullett surveyed the exterior township boundaries of southwest Delta County.

Subdivision of the geographical townships followed the township boundary survey, and for the most part other survey crews did this work. Between 1846 and 1850 Algerman Merryweather completed subdivision of the northern part of Delta County. L. B. Searls worked in a small portion of the north area of Delta. In 1852, George E. Adair, E. C. Martin and Alfred Millard subdivided the west and southwest parts of Delta County, working with three separate crews.²

The notekeeper of the original survey crew was under instructions to describe on the plat map and in the field notes any unusual features including works of man. Before 1845 man had penetrated Delta County but very little, except for the Indians. In 1845 about the only white men in the area of Escanaba were those employed at Smith's sawmill on the Escanaba River at the site of the present paper mill. The plat map of 1845 notes an upper and a lower sawmill. The lower mill was located at the present site of the Mead Corporation's No. 1 dam. The upper mill was at the island in the river just above Mead's pulpmill. A road (wooden rails and ties of a narrow gauge railroad unearthed in recent years indicate oxen were used to haul the lumber) connected the two mills along the east bank of the river. Symbols of a sawmill and houses are on the plat map.

In a survey made by John Burt in 1845, the Thompson and Olmsted families were shown to have been living on St. Martin Island. Survey records of July 1848 by Algerman Merryweather showed that "Fishery-Douglas Thompson and Gould and seven or eight other families were living on Summer Island."³

One of the earliest white settlers of whom there is any trace was Louis A. Roberts, an Indian trader who, accompanied by his wife and family, settled at Flat Rock in the 1830's. A short time before or after his advent, the old mill on the Escanaba or Flat Rock River was built, but the names of the persons who erected it could not be learned as they have passed from the memory of the oldest inhabitants. This mill was in

operation at the date of Roberts' settlement in the 1830's, it has been said. It passed into the hands of John and Joseph Smith about 1842. It appears to have been abandoned in 1844 and later moved farther down the river, where a second mill was erected. This site was subsequently occupied by the Ludington Corporation.

During the same year, a small Mackinac fishing boat grounded on the beach just below the mill, bringing two pioneers , Darius Clark and Silas Billings. This pioneer craft bore the name of Maid of the Mist, and her passengers entered the employ of the Smith brothers. Clark became acquainted with a daughter of Roberts, and two years later their friendship culminated in marriage.

While a resident at Flat Rock, Roberts gained the friendship of Chip-pa-ny, the ruling chief of the Chippewas in this vicinity, who dwelt on the banks of the Whitefish River. One day the old chief came to him and, after assuring him of his lasting friendship, told him of valuable water power on the Whitefish, promising to guide him to it. In company with Darius Clark, Roberts took up a claim on the Whitefish five miles from its mouth, erected a small watermill there about 1846, and removed his family to the new location. The mill was run by Clark until his death.

The property of the Flat Rock mill in 1846 passed into the hands of Jefferson Sinclair and Daniel Wells of Milwaukee, who continued as its owners and managers until 1851, at which time the N. Ludington Company was formed by Nelson and Harrison Ludington and Jefferson Sinclair. Among the early employees were J. K. Stevenson of Marinette, David Langley, Jefferson

Bagley and Silas Howard. These men in their early days shared the hardships of a lumberman's camp and cut the first logs in the pineries of Delta County.⁴

When Delta County was created and plotted around 1843, it included not only part of its present territory, but also all of present day Menominee County and parts of present day Dickinson and Iron counties. It also contained parts of present day Marquette, Schoolcraft and Mackinac counties. This territory resembled the shape of a triangle or the Greek letter Delta, hence the name. Delta County as originally established in 1843 contained many of the early lumber mills, and was attached to Michilimackinac County for judicial, taxable and other purposes.

Delta County was divided, reconstituted and organized in 1861 when an act passed the Michigan legislature to create a county named Bleeker (later Menominee County). The passage of this act greatly reduced the size of Delta County.

The nominal county seat of the jurisdiction was Masonville (Gena), 1860-1864. In the records the name Masonville and Gena are used indiscriminately. Confusion is avoided if it be remembered that Masonville was the name of the locality and Gena the name of the post office. The post office was incorrectly spelled with a "G," the intent being to name the place "Jena." When the present county of Delta was created in 1861, the act of incorporation provided that a commission composed of David Langley, Jr., Peter Murphy and Thomas J. Streeter locate the county seat. Unable to find any record of their report on this location, we find that the meetings of the board of supervisors

were held at Sturgeon River (Nahma), at Masonville and at Ford River until 1865, when the question of locating the county seat was submitted to the electors of the county. Then Escanaba was selected.

The most striking geographical features of Delta County are Big and Little Bays de Nocquet. These bays are arms of Green Bay, and from their head it is only about 40 miles due north to the south shore of Lake Superior. Here, also, was the most direct access for the mines of the Marquette Iron Range to the furnaces which were being established at the south end of Lake Michigan.

The first meeting of the Board of Supervisors after this last act of the legislature was a special meeting held at the office of J. S. Reed at Delta Mills in Nahma Township on May 28, 1862. Present were George Legare, supervisor of Escanaba Township; A. Y. Bailey, supervisor of Nahma Township; and Thomas Ashton, who officiated as clerk. There appears to be no record of the election of these officials, but they were probably chosen at the annual township meeting held then, as now, in April of each year. George Legare was made chairman, and J. S. Reed was appointed an agent to procure a list of the taxable lands in the county and the books, blanks and stationery necessary for the complete organization of Delta County. Reed was also authorized to procure a seal with the words: "Upper Peninsula, Mich., District Court," and in a circle within the circle, "Delta County."

The first annual meeting of the board of supervisors was

held at Ford River on October 13, 1862. Present were Leon Trombley, representative of the Township of Nahma and Thomas Ashton, clerk. For want of a quorum, the meeting was adjourned until November 3, when George Legare, the supervisor of Escanaba Township and chairman of the board, was present with the supervisor of Nahma Township and the clerk.

At this meeting a contract with Charles T. Harvey for the construction of the Bay de Nocquet and Green Bay State Road was accepted. Harvey was well known to many of the residents of this county. He was an engineer of much ability who some years before had built the first elevated railroad in New York City. The sum of \$450 was authorized for maps and surveys of the Bay de Nocquet and Green Bay State Road. The amount of state taxes apportioned to the county was \$421.24 in the first year of its existence.

The board resolved to call to the attention of the legislature the necessity of a Delta and Mackinaw State Road.

It was also resolved at this meeting that in accordance with the petition of sixteen freeholders of Nahma Township the board organize a new township from the territory now under the jurisdiction of the Township of Nahma. The new township was called Garden. The first township meeting was to be held at the home of H. G. D. Squire at Squire Harbor (Fayette Harbor). H. G. D. Squire, J. S. Wilson and D. A. Wells were to preside at the township meeting which was to be held on the first Monday in April of 1863.

First Valuation: At the meeting of the board of supervisors

held August 20, 1864, the equalized value of real and personal estate in the county for the year 1864 was estimated to be:

Escanaba Township

Real Est.: \$65,371.00

Personal: \$19,044.00 \$84,415.00

Nahma Township

Real Est.: \$43,947.00

Personal: \$12,977.00 \$56,924.00

Garden Township

Real Est.: \$26,742.00

Personal: \$8,875.00 \$35,617.00

Total valuation of the County of Delta
. \$176,956.00

The third annual meeting of the county board of supervisors was held on October 11, 1864. Present were William C. Moulton, Escanaba; Thomas Streeter, Nahma; Samuel Elliott, Garden. The county treasurer was instructed to issue County Bonds for \$400.00 for the purpose of getting volunteers for the Union Army, and it was moved to raise by taxation a "Volunteer Relief Fund" of \$600.00 for the families of servicemen.

The next day, the clerk of the board was directed to give notice of an election to move the county seat from Jena (Gena) to Escanaba. As a result, Escanaba became the recognized county seat of Delta County.

The first plat of Escanaba, executed by Daniel Wells, Jr., and Nelson Ludington on April 4, 1854, was recorded on July 12,

1864 by Eli P. Royce, who came to Escanaba about that time for the purpose of making this survey. He resided there until his death, May 26, 1912.

At a meeting of the board held February 22, 1865, it was resolved that the men who had been drafted into or had joined the military service from St. Martin's Island and who were accredited to Delta County were each entitled to a Delta County bond for \$400.00. Royce, who had been admitted to practice law in the State of Michigan about this time and who was then evidently the prosecuting attorney, was instructed to inquire into the state of the contract on the Bay de Nocquet and Green Bay State Road with Charles T. Harvey, and to ascertain what was necessary to complete the work. Royce was the first prosecuting attorney elected in the county, and his salary was fixed at this meeting at \$400 per year. The salary of the county clerk was raised from \$250 to \$600 per year.

The clerk was instructed to write to the governor and request him to appoint E. P. Royce judge of probate in place of A. Y. Bailey of Kate's Bay, who it was felt was not qualified for said office. It was ordered that the proceedings be published in the Marquette Mining Journal, as this was the paper nearest to this county.

At the fourth annual meeting on October 9, 1865, it was resolved that that part of Delta County known as the Township of Garden be divided and one portion be called the Township of Delton. The first township meeting was to be held at the home of Philemon Thompson.

In March of 1867, freeholders of the Township of Garden petitioned for annexation to Delton Township. A. Y. Bailey moved that the petition be granted.

The supervisor of Delton Township presented objections signed by freeholders of that township. The board, after discussion, granted the petition, and the Townships of Garden and Delton were ordered to be united under the name of Delton. (Apparently the townships of Garden and Delton were consolidated to form one township known as Delton). Garden Township was not reestablished until 1882, about fifteen years later.

On November 2, 1871, on application of John A. Drisco and others, the board ordered that all the lands in the township 36 N. of Range 20 W., St. Martin's Island and the islands adjacent thereto, also Poverty Island in township 36 N. Range 19 W. be erected into a township named Winona.

In March of 1872, on petition of Luke Rivers and others it was ordered that part of the Township of Delton be erected into a township in the County of Delta to be called Fairbanks. On the same day, on petition of Charles Crilly and others, it was ordered that portions of Delton Township, including all of Big Summer, Little Summer and Squaw Islands be established and called Sac Bay Township.

In March of 1872, the first election and township meeting was ordered for Fairbanks Township with Chas. S. Rhodes, C. J. Bellows and William Pinchen appointed to preside over the meeting.

On October 10, 1882, on application of William Olmsted,

Thomas Streeter, Edward Lemieux, Lewis Van Winkle, Patrick McPhee and twenty-one others, an election was called to create a township to consist of the following territory: Sections 1-24, North and entire townships numbering 40-43, all of Range numbered 18 W. to be known as the Township of Garden. The first township meeting was held at the School House at Garden Bay on the first Monday of April. Thomas Streeter, William Olmsted and Hiram G. Squires were to preside over the election. The petition was granted. Nahma Township was so affected by the erection of Garden Township that it had to be reorganized.

On April 13, 1886, a petition signed by Fred M. Olmsted and others, voters of Garden Township, filed notice of intention to apply for incorporation as a village to be known as the Village of Garden as follows: "Section 17, township 39, North of Range 18 in Delta County, Michigan shall be incorporated into a village, and the first election of said Village of Garden be held on the 10th day of May 1886 at the office now occupied by the Township Clerk of Garden Township and that Daniel Kelly, Fred M. Olmsted and Robert A. McDonald be named as Inspectors of Election." The petition was granted.

On March 13, 1899 county records show that a resolution was adopted protesting the bill introduced in the state legislature to detach the townships of Sac Bay, Fairbanks and Garden from Delta County and to attach the same to Schoolcraft county. Nothing came of this bill and the townships remained in Delta County.

Communities to be found today on the Garden Peninsula are:

Fairport, Fayette, Garden, Kate's Bay, Sac Bay and Van's Harbor.⁵

Chapter V

THE ISLANDS

Delta County has several islands: Round, St. Vitals', Snake, Little and Big Summer, Rocky (Squaw), Poverty, Gravelly, Gull, Little Gull, and St. Martin. Significant events have occurred on some of those off the tip of the Garden Peninsula, for many people lived on St. Martin Island and Big and Little Summer Islands between 1845 and 1900.

BIG SUMMER ISLAND

At one time many families lived on Big Summer Island, either year round, or in the summer months. A few also lived on Little Summer Island. Most of them came from St. Martin and Washington Islands. Some probably came from Wisconsin and lower Michigan, also. Generally, they were skilled fishermen, sailors and boat builders, the three occupations going together.

About 1870 and later there were a boarding house and a lumber camp employing several families. The inhabitants fished and also cut timber to be hauled to the furnaces at Fayette. Otto Peterson was captain of the boat Joe Harris and made about three trips a week to Fayette with logs. It is believed that the boarding house and lumber camp were in the area of the bay side of the island; that is, the northeast side facing the village of Fairport.¹

POVERTY ISLAND

Poverty Island is situated about eight miles from Fairport at the entrance of Green Bay. The island belongs to the United States government and contains 174 acres. Although there is some timberland, the island is largely made up of huge rocks. On this, in 1874, the Government built a lighthouse and signal. Until the late 1890's the light was out during the winter months. It is now one of those lights which is left burning for the guidance of car ferries. Perhaps the keeper who served on Poverty for the longest term was Captain Charles Herrman. Coming here in the early 1880's, he remained at his post as keeper until about two months before his death in December 1904.²

ST. MARTIN ISLAND

To the eye of the stranger, the fishing interest in Delta County has often seemed commonplace. The life of fishermen is one of constant toil, and at times immensely perilous. In Delta County these hardy sons of toil dwelt along the shores of the bays and upon the islands, with many bright and happy times occurring in the quiet little villages scattered here and there, where the natural formations of the coast line form a safe harbor from storms.

Among the more prominent points, past and present, are St. Martin Island and, Fairport, Sac Bay, Garden Bay, Van's Harbor, Washington Harbor, Round Island and Ogontz.

To these fishermen belong the honor of being the pioneers

and first settlers of the county. At first, an occasional vessel visited these waters, remaining during the summer season, and, as cold weather and a long, dreary winter approached, seeking winter quarters where supplies could readily be procured.

After a few years, the Bays de Nocquet began to be so well and favorably known that a few visitors ventured to bring their families here and take up a temporary residence. Trading schooners called, and, in exchange for their fish, which was salted and shipped in casks, were furnished with the necessaries of life and all supplies for carrying on commerce.

The waters of the Bays de Nocquet developed into such rich and valuable fishing grounds as to gain the attention of the outside world, and, as the natural outgrowth of such valuable resources, men possessed of abundant capital and interest in the further development of this industry began to consider permanent investments.

St. Martin Island was discovered by Father Marquette, and from him received its name. He allegedly found it inhabited by Indians who obtained their livelihood from the surrounding waters, which abounded with whitefish. No doubt he visited some of the other islands in that area.

St. Martin, about twelve miles in circumference, has a total area of about twelve hundred acres. The soil, largely limestone, is valuable for farming purposes. In the mid 1880's there were about seventy-five acres under cultivation, and other farmlands were being rapidly cleared. The island was heavily timbered, and fuel and building material were easily obtained.

Although fishermen came to the island as early as 1830, white people established no permanent residence until about 1845 or a little earlier, when Philemon Thompson and Aaron Olmstead (sted) located with their families on the west shore. They were the first white settlers. After a few years the Thompsons located at Garden Bay and the Olmsteads elsewhere.

The next settlers, who came soon after, appear to have been Joseph Seners, James Connell, Charles Flynn, John Dolan, Eber Rankins and a Mr. Sysco. Nothing seems to be known about these men or how long they were here. They settled upon the west shore of the island, and followed the calling of fishermen, obtaining their supplies from the trading vessels that annually visited the island.

Among those who settled here in later years were Reuben S. Allen, William Shipman, John Coffee, and George O. Drisco, the date of their settlement being about 1869. Drisco opened the first farm on Section 21.³

On September 2, 1871, on application of John A. Drisko and others, the county board authorized the erection of Winona Township. The first annual meeting of the township board was ordered to be held on the fourth Monday in November 1871 at the schoolhouse on St. Martin with John Drisko, Wallace Boyce and William Shipman presiding. The assessed valuation of the township in 1872 was \$4,000.00. Reuben S. Allen was elected first supervisor and continued in that capacity through 1875 when the assessed valuation had risen to \$7,285.00. John Holden became supervisor in 1876. Henry B. Hazen was elected to the office

in 1877 and continued through 1879. In 1880 William Shipman was supervisor and the assessed valuation rose to \$8,898.00. In 1881 Reuben S. Allen was again elected supervisor—Winona's last. The last valuation of the township (1885) was \$4,353.00. In March 1889, the legislature attached Winona Township to the township of Sac Bay.

Two fishing hamlets were established upon St. Martin Island and a schoolhouse was built midway between the two. There, too, is a graveyard with a few mounds (it is believed many people were buried on the island), among them the graves of John A. Holden and Mrs. Esther Camp. Stories of that time indicate a generally happy period. Although fishing was good, there were also hardships and tragedy. Thomas Coffey failed to return from a skating trip to the mainland. People became restless and began leaving the island. Census records of 1880 gave the island a population of only 78. In the next few years the people left to make new homes in Escanaba, Sac Bay and Fairport.

The U. S. lighthouse and fog signal at St. Martin Island were established and went into commission in April of 1905. Bernhard Pizzala, who had served as first assistant under Captain Herrmann for many years, was appointed the first keeper of St. Martin and served there until his retirement December 31, 1923.⁴

AN EARLY JOURNEY TO THE HOLY LAND

George Alvin Drisco, dealer in fresh and salted fish, was born in Washington County, Maine, in November, 1830. When a boy, he followed the sea for many years and was all over the world. He came to the Upper Peninsula in 1863 and was engaged

in fishing on Summer and St. Martin Islands in Delta County off the tip of the Garden Peninsula until 1879.

He and his brothers, along with others, were the first to organize a town government and schools. Church services were held in the homes. He discovered Drisco Shoal between there and Washington Island (Death's Door). It was given his name and is now marked by a government buoy.

Drisco married Elizabeth (Lizzie) Skinner, also of Washington County, Maine, in 1855. They had one daughter, Julia Elilias Drisco, later Mrs. Norman Alexander Eddy. The Drisco brothers had been builders of ships in the state of Maine, and prospered from their fishing in Michigan.

Shortly after the close of the Civil War, one Brother Adams, (not 7th Day Adventist), a colonizer from the state of Maine, who was said to have been a wonderful man, came to preach here. He emphasized the theme of the early Second Coming of Christ and persuaded a number of these families, also from Maine, to join him in forming a group to start a Christian colony in Palestine. Among those known to have joined the group were the George Alvin Drisco and the John Drisco families, also members of the Burns and Norton families. The cruel Civil War had just ended, and these deeply religious people wished to be in the Holy Land upon the Lord's return. They took along lumber for building, various farm implements, a plow, carpenter's tools, and a grindstone. Seine fish nets, garden seeds, wheat and other grains for planting were also procured.

Mrs. Richard Champ, then of Fairport, had sometime previously

expressed the opinion that if Palestine was such a wonderful country, one from the Holy Land would only have to come here and advertise that land, and the people would flock there. When the farewells were said at the Fairport dock, members of the group expressed the wish that Mrs. Champ was going with them to Jerusalem. "No," she said, "but I will meet you in the new Jerusalem."

About the year 1866 or 1867 the group left by steamer from Washington Island for the state of Maine. Upon arriving in Maine, John Drisco, who was a skilled shipbuilder, built a good sized ship which they planned to use in fishing operations in the Holy Land. This boat was fastened to the hurricane deck of their chartered ocean ship.

Some people were picked up in Maine, and altogether thirty-two families comprised the colonization group. They started out from Jonesport, Maine, with the seaport of Jaffa, Palestine, as their destination. They may have called at Cornwall, England, where some people were to be picked up.

Upon their arrival in Jaffa, their fishing boat didn't leak a drop and an effort was made to use the seine nets to catch fish. John Drisco, at a later date, reported that a few fish could be caught. Although fish were as thick as a man's fingers, they either went through the seine nets or jumped over them. Palestine had poor soil, they reported mostly sand and rocks. The emigrants plowed the land, put in their wheat and other grain, but only got their seed back. Some say that the only thing that worked was the grindstone. From the lumber brought

along, the Drisco brothers built a hotel in Jaffa. The members of the colony stayed and worked there only one year and were happy to return to their former homes in Delta County, Michigan. Some say they returned at different times, and that some did not return to this area at all. The English government paid the transportation fare for their nationals to return to England.

Meanwhile the Richard Champs had moved from Fairport to the location on the Escanaba north shore where they built their home. A cattle scow and ship were used to move the cattle and household goods. The Champs sold milk, which was delivered by young Jim Champ to the Gaynon house now the Ludington Hotel.

One day the two Drisco families, also Julia, then twelve, came to the Gaynon house inquiring about the Champs. There was no road and they were directed to walk up the beach to the Champ home on the north shore, of Escanaba. Upon their arrival there Mrs. Drisco called to Mrs. Champ, "We found it in Palestine just as you said it would be." The Drisco women stayed with the Champs for several weeks while the men of the family went to Sac Bay and got a home ready for them. Fish were so plentiful then that in a short time these people were on their feet again.

The George Drisco and the Norman Eddy families around the turn of the century moved to Misery Bay, and several of them spent the rest of their lives there. George Drisco died there and Julia Drisco Eddy passed away at her home there in April, 1917.

Mrs. George Drisco brought back with her from the Holy Land a rooted growing bush of the "Crown of Thorns" which supposedly was the bush in the crucifixion. This bush was planted on Escanaba's north shore. In 1962 it was still blooming

and bearing fruit after nearly a century.⁵

SUMMER SCIENCE CAMP

Summer Science on Summer Island was the brainchild of E. Dan Stevens of Atlanta, Michigan, who expected "Summer Island to become the Interlochen of science." The first season for the school was in 1967 with an enrollment of 21 students. In its first year the emphasis at the camp was on archaeology because of the exploration underway there by Summer Science people.

Summer Island was relatively unknown to outsiders until a few years ago, when Stevens and his friend, Terry Brooks, visited the 2,200 acre island in Delta County off the fishing village of Fairport. Delighted with the beauty of the island, they purchased 540 acres of it, including the one small bay that provides shelter for boats. They have 18,000 feet of shore frontage. "At first we thought of it as a place of recreation, and then we realized that we had something here that was uniquely suited to a research-oriented scientific training program for high school students," Stevens said.

The men behind Summer Science, Inc., are successful in their own fields. The first officers have been E. Dan Stevens, president; Terry Brooks, vice-president; Ronald D. Gregg (Detroit attorney), secretary; and Dr. Barton Burkhalter (Ann Arbor business executive), treasurer. The first directors have included Dr. Alfred S. Sassman, chairman of the department of botany, and Dr. Burton E. Voss, professor of science education, both of the

University of Michigan; F. Rodney Marlatt of Ypsilanti, basketball coach; Phillip Pweres of Ann Arbor and George E. Braidwood of Imlay City.⁶

In 1968, thirty-two students attended the Summer Science Camp. Students worked under the direction of university professors and graduate students, concentrating on such subjects as meteorology, historical archaeology, wildlife ecology, shoreline geology, aquatic biology and plant ecology. E. Dan Stevens, age 26, was again camp director in 1968. He held a bachelor's degree in biology and in physical education and a master's degree in school administration from the University of Michigan.

In April of 1969 a grant of \$60,000 from Kresge Foundation to Summer Science, Inc., a non-profit organization was announced.⁷ The money was to be used in the erecting of a building on the island to be known as "Kresge Hall." In the summer of 1969 Summer Science started its third year with fifty-four students. During this summer students doing archaeological excavations found the skeleton of an Indian believed to have died some 600 years ago. It was said that the remains were of an Indian who lived in the 1300's. The bones were about three and one-half feet below the surface. The Indian, who was about 26 years old when he died, had been shot with an arrow. But the man did not die of the wound, scientists believe, since bone matter had started to grow back over the flint arrowhead which was still in his chest. "There was an arrow imbedded in the breast bone of the skeleton. It was about one and one-half inches long and the bone had partly grown around it, indicating the man—about 25

to 35 years old—had lived for some time after being wounded," Stevens said. There was another fragment of stone in the chest area, indicating that an effort may have been made by a primitive surgeon, or at least someone, to remove the projectile and that it had broken. The bones were sent to the University of Wisconsin for further study and then returned to Delta County. Dan Stevens offered them to the Delta County Historical Society Museum when they are not displayed at Summer Science Camp.⁸

The groundbreaking for the \$60,000 Kresge hall at Summer Science Camp on Summer Island was held on Saturday, August 9, 1969. "The masonry and timber building will be 88 feet long and 36 feet wide, with a wide terrace on the north side overlooking the shore toward the mainland," said Dan Stevens.⁹ The hall, a multi-purpose structure, was designed to include a kitchen, dining hall, lecture hall and guest rooms for visiting scientists.¹⁰

Work to remove the bell of the St. Lawrence Church at Indian Point started in the bell tower one afternoon in September of 1969, where the bell had pealed since October, 1887, when it was installed. The bell sounded for the last time and was lowered from the tower of the Indian mission church by a crew of volunteer workers. It was donated by Bishop Charles A. Salatka on behalf of the Marquette Catholic Diocese to Summer Science, Inc., after a suggestion from Delta County Sheriff Harold O. Finman and Deputy Fred Gasparick to Fr. Ephraem Sitko, pastor of St. Andrews Church at Nahma. Fr. Sitko took the request to the Bishop and the Diocesan Board at Marquette.

The bell was to be used to summon campers to dinner and to

other group functions with an appropriate historical marker erected at the camp, according to Stevens. Finman said he and Gasparick were on Big Summer Island the year before for dedication of facilities at the close of the camping season and noticed the camp staff had no effective means of calling campers. "Fred and I talked to Fr. Sitko and he talked with his church board and the Diocese," Finman said. Fr. Sitko said Bishop Salatka "felt it would be a good thing to give it to the school" where it will be an historical remembrance that the church was here and will also serve a useful purpose.

The church, located on County Road 499 about three miles west of Nahma, probably was built about the same time as the bell was installed, Fr. Sitko said. It was an Indian mission church, serving twenty or thirty families, until about 1959. Fr. Joseph Lawless, a Jesuit father, was the last priest to hold regular services at the church. "The Indians always called him 'Black Robe'," said Fr. Sitko.

Diocesan officials feared that unless the bell was removed from the building it would be stolen as have many of the other religious articles which remained in the building after the church was closed. There is no electric power in the church and it was heated by pot bellied stoves—one fashioned from an old oil drum—located between the rows of pews.

When the bell was lowered through the rafters of the bell tower, Fr. Sitko translated the Latin inscription on the bell as follows: "This bell was blessed in the month of October in 1887 by the Rev. and Illustrious Bishop John Vertin in honor

St. Lucy." Made in Baltimore, Maryland, the bell, which is 400 pounds of solid brass, was taken down through the tower with block and tackle. Volunteer workers included Robert Tatrow, Hector Peterson, Charles Lane, Donald Killoran and Louis Perry.¹¹

The Summer Science Camp again held regular sessions during the summer of 1970. Ceremonies were held on Summer Island on Saturday, August 8, 1970 to dedicate the Summer Science Camp's new Kresge Hall and also the old Indian Point Mission bell. Kresge Hall was finished in June of 1970. The main contractor was Leon Genre of Atlanta, Michigan. Others were: Clyde Brooks of Atlanta, masonry; Hector Peterson and Donald Killoran of Fairport, site preparation; Donald Zehern of Fayette, electrical work; and Virgil Winter of Garden, heating.¹²

Almost when it seemed that Summer Science was beginning to grow by leaps and bounds and well on its way to being a successful venture, Summer Science folded. Although nothing much was said publicly, there was talk that the organization ran into financial difficulty. And so, once again, Summer Island was abandoned. There is now, however, talk of making either an interstate or national park out of all the islands of the Garden Peninsula in Delta County along with islands off the shore of Door County, Wisconsin.

Chapter VI

KATE'S BAY

Kate's Bay was a favorite fishing spot for the Indians before the first white settlers arrived in the early 1850's. When the pioneers did settle here, they named the bay for Kate Van Aucken, an Indian who was already fishing along that shore on Big Bay de Nocquet. She had lived in a cabin on this bay.

Altogether there were about ten cabins on the bay, and the fishing activities took the men clear to the mouth of the Fish Dam River, the head of Big Bay de Nocquet. One of these cabins was the home of "old Kate," a half-breed woman who lived alone, a childless widow. Her husband was buried in the little clump of cedars near the base of a hill to the east. She had a thirty-five foot sailboat and worked just like a man at fishing. Apparently she had been doing so for years. It was said that she and another old settler named Dane often fished together. Dane had no boat and worked for Kate, it was said. How long she had been there no one seemed to know. For a mile south along the shore, at LaPelaud Point (Lappelleau's or Ansell's Point), there was an Indian village of about 200 little log cabins or structures, and these had been occupied for many generations, though by the time white man had come to Kate's Bay there were very few left.

Kate Van Aucken was a big rawboned woman, very strict,

but, though childless, very motherly. She was bringing up a half-breed boy, it was said, not her own son but one she had adopted. When this boy reached the age of fifteen, it was as though Kate finally had achieved something she had waited long to have. She left her husband's body buried on the hillside, left her cabin, loaded her goods in her sailboat with her boy and sailed away to Washington Island, Wisconsin. She was never heard from again in these parts. Having reached the age when he could do a man's work, Kate apparently decided that from then on the boy would help her.

A tall dolomite chimney, rising from a granite and marble fireplace, the stone cemented with a lime these settlers fired themselves, stood until just recently on the reported site of Kate's cabin. Some say Dane built it for her. Nothing else remained of the cabin, but that had stood among the cedars on the south rim of Kate's Bay for over one hundred and twenty years, one of the best bits of pioneer handicraft to have been found in all of Northern Michigan.

Others say that the fireplace was not the one from Kate's cabin at all, but is from the old "cooperage." To pack fish it was necessary to have barrels and there was a cooperage (a stone fireplace and chimney) shop at Kate's Bay where the ash staves were bent, the hoops applied and the barrels completed for use. Still others say that the fireplace was built by the Indians, this being a favorite fishing spot of theirs. Here they cooked their fish, particularly sturgeon, suckers, and whitefish. They may have also cooked their freshly killed meat there. Other similar stone structures have been found

on the Garden Peninsula and the islands.

It has been said the settlement at Kate's Bay began in 1849 or 1850 when a Catholic priest by the name of Dufour arrived from Paris, to establish a colony for French folk. Money was sent from France to help them out, but the priest used it for his own benefit and so the colony was broken up. Some of the people stayed on, including Mr. and Mrs. Ferdinand Robitaille (Roberts) from Green Bay, and Mr. and Mrs. Charles Lapalo (Lappelleau). Described as "the very first settlers" were Asel Y. Bailey and his family, including his father, William and Mr. and Mrs. Avery Dane. Other first settlers were George O. and John Sexton.

The Sextons bought land on a location near Garden Bay (possibly Van's Harbor or even near Kate's Bay), in 1857 or a little later and built a home there. The only other family living in the Garden Creek area was the Thompson family who had originally come from England.

About 1860 Fred Cota, Peter Potvin and Daniel Anderson settled on the bay shore near what is now the Potvin place, it is said. Charles Lappelleau, and "old France" Frenchmen, and an old veteran of Napoleon Bonepartes in France seem to have located in what is now known as "Ansells or Lappelleau's Point," in about 1860.

In 1866 a man named Martin, an herbalist, came to Kate's Bay and taught the first school there in Mrs. George Orin Sexton's house on the Bailey place. Mary Lapalo (Lappelleau) and Jacob Roberts attended school there as children. They learned more about herbs and their curative powers than anything

else. In 1867 Julia Bailey taught in the same house. Mrs. Stella (Sexton) Bergeson, oldest daughter of John Sexton, has pictures and a crayon drawing of the house as it looked in 1901. Hiram G. Squires, son of H. D. G. Squires, moved his family to Kate's Bay and lived in the house where the first school was held. He, too, taught there. The Kate's Bay school was built somewhere between 1878 and 1881. Levi O. Beardsley taught in it for at least one term. Three terms of school had been held before that in William Bailey's log house.¹

THE CHARCOAL INDUSTRY

Construction by the Jackson Iron Company of the iron smelters at Fayette brought a new industry to the little community of Kate's Bay. This was the burning of hardwood into charcoal in beehive-shaped kilns near the shore of the bay. There were nine or ten of the kilns and a dock from which the charcoal was loaded onto a scow pulled by a tug that came from Fayette. In the winter the charcoal was taken by sled overland to Garden Bay and then on the ice to Fayette. Three teams of mules were required to haul one sleigh load.

Fishing and farming continue to contribute to the income of the Kate's Bay families. But it was not an easy life, especially during the first years of settlement. Many of the families survived only because of the abundance of fish and game.

VALENTINE CREEK

Indians camped along the shore of the bay as late as 1902.

The last believed to have visited there were "Peg Leg" and his family, who came across Big Bay de Nocquet from the west shore.

One of the pioneer families settling north of Kate's Bay was the Ballentyne family. They made their home on the banks of a small stream which became known as Ballentyne Creek. In later years Ballentyne became Valentine Creek. Now it is identified by a large wooden heart-shaped sign erected at the site.²

Chapter VII

THE THOMPSON STORY

It has been said that the ancestors of the Thompson family of the Garden Peninsula originated in Scotland, went next to Cardiff, Wales and then to Belfast, Ireland before coming to the New World. Our Douglas Thompson family were natives of New York State. It is thought that they may have gone to Pennsylvania, Illinois, and Benton Harbor before appearing in the Saginaw Valley of Michigan. There were several generations in this process of moving before they arrived in this area.¹

In the late 1820's and the early 1830's, the Thompsons lived in the Saginaw Valley locality. Around 1835 Douglas Thompson, father of Philemon, and Job Olmstead (sted) (1779-1839), built a sawmill near Pine River, a branch of the Tittabawassee. In 1840 this Thompson family was listed in the Saginaw Township, Saginaw County census records.

While residing at Pine River, Olmstead's youngest daughter, Marion (1823-1905), became a mother at about twelve years of age (taken from Michigan Pioneer Collections, vol. 7, 1884, p. 251, in The History of Saginaw Valley). She married Philemon, son of Douglas, and a few years later the Thompson and Olmstead families moved to northern Wisconsin.²

Douglas Thompson (about 1784-1850), his son Philemon

(about 1815-1878), and Philemon's son Douglas (about 1840-1879), came to this area very early. In the survey made by John Burt in 1845, the Thompson and Olmstead families were shown to be living on St. Martin Island. Survey records of July 1848 by Algerman Merryweather contain this entry: "Fishery—Douglas Thompson and Gould and seven or eight other families were living on Summer Island."³

Philemon Thompson and his wife, the former Marion Olmstead, along with other members of the family, including his son Douglas, sailed into Garden Bay around 1850.⁴ Land records show that he had purchased or had been granted land on the Garden Peninsula in the late 1840's and the early 1850's.

Having been a trapper, hunter, and fisherman, and having heard that game abounded in this area, Philemon decided he was willing to face the hardships he would find in order to make a living here. He was a strong but simple man of no known religion who trusted only the land from which he made a living for his wife and their offspring, which numbered between five or seven at the time of his arrival.⁵

When the Thompsons arrived at the mouth of the Garden Creek, they were greeted by a small group of friendly Indians who were living there. The Thompsons were the first white settlers to reside in this area. Having a choice of any location he desired, Philemon chose to build his home north of the creek mouth. Here he erected a small but cozy cabin and, down in front by the water, his own dock. The water

was high in the creek at that time, and he later built a two masted schooner which he then floated onto the bay sometime in the spring.⁶ It was called the "P. Thompson" of which record states: "Official number 19,675; 84 gross tons; listed 1868-1878; home port, Escanaba, Michigan; no dimensions." From local sources we get the following: "P. Thompson" built on Garden Creek, Michigan in the year 1866. The schooner had one deck and two masts and length sixty-nine and 3/10 feet; breadth nineteen and 2/10 feet; depth seven and 5/10 feet. The schooner is described as having a square stern and with a plain head.⁷

Philemon Thompson received his first land patent through the government of the United States in 1853 and his second in 1856.⁸ Douglas, the oldest known son of Philemon, later settled next to his father on the river bank. Here they not only traveled together along with Indian Frank on all of their hunting trips, but carried on their affairs somewhat mutually as business partners. Along with Douglas was his wife Loretta Cook (about 1844-1873), supposedly from New York State.⁹ They were probably married between 1860-1861. They were young, capable people and had a family of four girls and three boys: Walter (1861-1934), Martha (1863-1945), Rebecca (1865-1925), Ellen (1867-1946), Jessie (1869-1958), Matilda (Tillie) (about 1871-?), and George (about 1873-1951). After the death of his first wife, Douglas was married again, to an Elizabeth Farley on September 17, 1878. They were married previously by a justice of the peace and later (1878) by a

priest, as many times happened in those days. Elizabeth Farley was the daughter of David and Angelique (Beaudoin) Farley. They had three children: Della (about 1875-1950), Minnie (1876-1931), and Ida (1878-1944).¹⁰

Soon after arriving here, Philemon and his son met and liked an Indian named Frank (Francis) Wawangaboo (Wauwangabo) (Winnebago). They also did business together, trapping and hunting. Some of their animal hides were dried and taken to Escanaba by boat. About this time Indian Frank, as he was called, apparently came to make his home with the Thompsons.¹¹

Philemon Thompson was murdered in September of 1878 at Big Fish Dam River according to many varied accounts. His son Douglas drowned on Garden Bay in 1879.¹²

Chapter VIII

GARDEN

It is generally believed that the fertility of the surrounding soil was responsible not only for the naming of the village, but also the entire peninsula which the Indians used in raising their gardens. There were and still are many beautiful openings found among the hardwoods and evergreens which abound with wild flowers. It is said that in such clearings on the Garden Bluff the Indians grew and cultivated their crops and thus the adjoining bay was designated as Garden. Here, where the Indians once planted their gardens because of the fertile soil, farmers plant their crops today.

Philemon Thompson and his family, the first white people to settle on Garden Creek, were shortly followed by others. Some of the first people who were to settle on the peninsula had been to it before or at least had heard or known of it by the mid - 1840's. The Thompsons settled at the mouth of the Garden Creek where a small settlement of Indians lived. Many of the early settlers were of French origin, although others were of Irish, German and other nationalities.

The first township hall was operated by Hiram G. Squires (1843-1918) about 1863. In 1875 the Boudreaus built a saloon

with opera house, dance floor, and hall on the second story. The first village hall was located in the building in which Ed Joque (Jacques) (1875-1956) later had a candy store. The present village hall was built in 1895 and remodeled in 1933.¹ The building is still standing in the middle of the village, but it is in very poor condition.

As to when Garden was incorporated into a village there is some dispute but little doubt. Some of the residents say it was in 1884. According to the village books it appears that it was incorporated in 1886. The earliest books were burned. The office of the village clerk Squires was destroyed by fire August 8th, 1887; the record books, ordinance books, and all village records were destroyed. Loose papers found in the front of the first village book since the fire give some information about the incorporation of the village. Presumably this information was gotten at the Court House in Escanaba at that time. It relates a meeting of the Board of Supervisors of Delta County which was held at the Court House in the City of Escanaba on April 12, 1886. At that meeting a petition from the free-folders of Section 17 Township of Garden to incorporate said Section 17 as a village was read by the clerk.

It was then brought forward that "It is hereby ordered that the territory described in said petition and known as Section 17, Township 39 North of Range 18 West in Delta County, Michigan, shall be and is hereby incorporated into a village under the said provisions of Chapter 82 Howells Statutes to

be known as the Village of Garden. That the first election of said Village of Garden be held on the 10th day of May 1886 at the office now occupied by the township clerk of Garden Township. That Daniel Kelly, Fred M. Olmsted, and Robert A. McDonald be named as inspectors of said election."

Resolution was carried: Ayes - Myers (Meyers), Bourisch, Brotherton, Tyrrell, Stonehouse, Perry, Bonefeld, Nelson, Bissonette, Mery (Merry), Tracey, Shell, McGee, and Crilly. Noes - none.²

Assuming the spiritual care of Garden's Catholics, Father Rousseau first offered Mass in the boarding house of Mrs. Ritchie (Richard), but with the increasing number of the congregation, demands were soon heard for a larger place in which to hold services. This demand was met in a large room on the second floor of Antoine Deloria's general store. The first church in Garden, which was also Catholic, was built by Napoleon Lemire during the spring and summer months of 1877. One of the first groups to be formed in Garden was the Society of Ste. Jean de Baptiste. This group held an annual picnic in the woods behind the area where the Marygrove Retreat House is now located. This society wore bright red caps and red fringed badges.³

In 1874, Antoine Deloria (1831-1926) and his family moved to Garden. He then at some time purchased large amounts of timberland and about 1878 or a little earlier built a sawmill on the shore between Garden and what is now Van's Harbor. It employed about twelve men. It was said

to have been in operation until it was replaced in the early 1880's by a much larger mill at Van's Harbor built and owned by Lewis Van Winkle and Charles Montague.

Prior to building the mill, Deloria owned and operated kilns for making charcoal at Van's Harbor and Kate's Bay. The creek, at that time, was said to be quite a stream down which timber could be floated to the mill. It was also possible for boats to come up the Garden Creek as far as the bridge in the middle of the village. The same Deloria not only built and ran a general store, but also a creamery and a blacksmith shop near his home. Deloria served as postmaster from December 27, 1877 to 1883 and later from September 17, 1884 to 1895.⁴

The first mail was brought to Garden by "Indian Runners" from such areas as Marquette, Escanaba, Masonville, Manistique, and Fayette. Later, mail was also carried by stage coach. It is believed that the stage was driven by a Mr. Richard. It is said that in 1880, a stage coach owned by Antoine Deloria was used to carry the mail. At one time the stage coach met the train at Fish Dam, but later, after the Soo Line was built, connections were made at Cooks. Probably the first drive was made by William Maynard. He would make known the arrival of the stage coach by blowing on a conch shell as he neared town. Maynard worked for a Mr. Bobeau who owned a livery stable. For many years the late James Hennessey, who operated a livery stable, carried the mail by stage through the plains to Cooks, and later by auto on the new

state road.⁵

A post office was first established in Garden on September 7, 1865. It was discontinued on January 30, 1871. It was reestablished on September 20, 1872, but discontinued again on April 27, 1874. It was reestablished finally on July 20, 1874.⁶

Some of the early and later doctors of Garden and the Garden Peninsula were named Budd, Bellows, David N. Kee, Kitchene, Frank I. Phillips, Louis N. Yerkes, William B. Hughes, Lemire, Edward L. Foote, LaMotte (LaMothe), John A. Lawn, and Albert B. Bernier of Manistique. Dr. LaMotte owned a Cancer Clinic. The clinic was built of hollow tile for cases of cancer and was conducted by Mr. Edward LaMotte. Although some of the early doctors were not licensed, or at least not for a while, they won the acceptance and respect of the people through their proven ability. Dr. Edward Foote, who was born on February 22, 1860, came to Garden in 1880 at 20 years of age, and served the community until his death in 1927. After his death a campaign was started by the Rev. H. Heafield to seek a new physician. The members of the community advertised in the Detroit News and other leading newspapers. In September of 1929, Dr. Lawn of Royal Oak answered their plea and remained until 1945.⁷

Adalberto (Albert) Barroso Bernier born April 9, 1905 in Riohaca, Colombia came to the United States in August, 1923 to begin college. He attended New York University and Cornell University receiving his B.A. degree from Cornell

in 1927. He received his M.A. degree in political science from Columbia and his M.D. from Cornell in 1931. Dr. Bernier interned for four years, from 1931 to 1935, at the New York City Bellview and Cornell Hospitals. On February 4, 1933, he married Beatrice Agnes Berge in Englewood, New Jersey. From 1935 to 1938, he was operating room surgical instructor at New York University and also had a private practice. In 1939, Dr. Bernier moved his family to Barracquilla, Colombia, where he practiced medicine for four years before returning to the United States in August, 1943, to accept a position as doctor for the Bay de Noc Lumber Company of Nahma, Michigan, and also to establish a private practice. At that time the Bay de Noc Lumber Company was headed by Charles Good. While residing in Nahma, Dr. Bernier would come to Garden on Wednesday and Saturday afternoons to treat the people of the local area. In 1953, he moved his family to Manistique where he established a private practice. After retiring in 1967 and moving to Escanaba, he taught Spanish at Bay de Noc Community College. Dr. Bernier died suddenly after a short illness in Bogota, Colombia, South America, where he had been visiting his brothers and sisters. Dr. Bernier was buried in the New Garden Cemetery, Garden, Delta County, Michigan, next to the new elementary and high school where the "Dr. A. B. Bernier Library Memorial Fund" was set up. The Big Bay de Noc School System has planned a permanent memorial record book which will be displayed in the school library.⁸

Dr. Edward Foote, opened the first drug store in what

was Prokop's Harness Shop, it is believed, in 1883. In 1913, the A. S. Putman Company operated a Rexall store in the Lemire building, but later sold out to H. D. Kuehn, who in turn sold to H. J. Saladen in 1920.⁹

There were many saloons and hotels in the Township of Garden and the Village of Garden at one time, several of them combined. One of these was the "Garden House." The first proprietors of the Garden House were Mr. and Mrs. Alexis C. Richard. It is assumed that they built the place. The property which the Richards bought belonged originally to Philemon and Marion Thompson. Thompson bought the land from the U. S. government on September 18, 1853. The original piece of land was quite large, but through the years, as it changed hands and bits and pieces were sold, it came to be as it is today.

In 1878 Robert A. McDonald purchased the Garden House. It was a boarding house which was said to be mainly patronized by the workers in the Antoine Deloria sawmill located where the "Garden Motor Co." garage of later years stood. With his wife he moved to Garden. He had managed this place for about six years when it burned down in 1884. It was rebuilt without much delay and remained in Mr. McDonald's hands for some years. The Garden House still stands at the time of this writing near the middle of the village.

At the time the building burned, a town fire department was formed. The fire station was located in the building once used as the village's first town hall and later as the Joque (Jacques) candy store. At present, the building is still

standing. For some time it belonged to Mrs. Marion Jacques until she sold it recently (late 1970) to a Mr. Donald George of Flint, Michigan. At the time of this writing it is known as the "Mullen Upholster Shop." The captain of the fire department was Daniel Kelly (1847-1910), grandfather of James Dotsch. Their equipment consisted of ropes, ladders, pails, and hose. They were splendid in their uniforms when they had the time to get into them.¹⁰

Another widely known hotel was that of Mr. and Mrs. Oliver Farley. It was known as the Farley Hotel. Most of this structure was destroyed by fire in the mid to late 1940's.

The town's first baseball team was organized around 1888. Among the early players were Dave Cousineau, Fred and Henry Deloria, Fred and Charles Olmsted, William Stellwagen, Oscar Packard, M. Sullivan, Frank Sheedlo, Louis and Herman Tatrow, Herb Foote, and Tom Shay (Shea). Later teams included the "Coseys" managed by Edward (Ed) Joque (Jacques), and the "Blue Jays" by MacCody.¹¹

On December 31, 1888 at a village meeting a motion was made for an ordinance prohibiting persons from drawing their teams of horses on the sidewalk and from leaving their teams of horses standing on the crosswalks. It did not pass because Sullivan and Boyer left the room; therefore no quorum. On January 14, 1889, Ordinance No. 6, and ordinance prohibiting persons from drawing teams of horses on sidewalks; obstructing of crosswalks; no fast and immoderate driving through streets; the same to take effect February 15, 1889

was passed.¹²

An interesting story has been told through the years about Garden's "Gold Mine." After Joseph Boudreau, Sr. departed this life, leaving a large family of sons to mourn his loss, he frequently reappeared to members of his family in a dream. In the dream Boudreau told of a specific place where gold could be found in large quantities some forty feet under ground. In 1889, three miles east of the Village of Garden, digging operations began. The Escanaba-Calumet's informant said in relating the connecting circumstances, that "the further down they went the more it looked like gold, smelt like gold; and by gosh, guess 'tis gold." "The old gentlemen, whose sandals now tread the gilded streets of the new Jerusalem, says there is enough to make all his children immensely rich, and the Calumet hopes his spiritual impartation will prove true."¹³ Little gold was found. To-day, there are still a group of decayed buildings just off the "Little Harbor Road" on the Garden Peninsula known as the "Gold Mine."

A turbine powered grist mill was once operated on the creek by Joe Fountain. It employed about eight men. In 1902, the mill was operated by Octave Boudreau. The plant furnished current for the theater (Rex) until connections were made with the Wisconsin-Michigan Line in 1935. This latter company has been furnishing light for the village since 1930.

William Olmstead had built a store for general merchandise, which was later used as a hospital and still later as

an apartment house.¹⁴

An Iron Port article of July 1, 1905, gave the following concerning the new steamer Maywood, just then completed, which was to run an excursion to Big Bay on Sunday. The new Steamer Maywood, owned by the Escanaba and Gladstone transportation company, will run its initial excursion on Sunday from Escanaba to Fayette, Garden and Nahma. The boat leaves Stephenson's dock at 9 o'clock and passengers will be taken from Gladstone and this city. The Delta Hardware Company's baseball team will meet the Garden ball team in the afternoon and a large crowd will probably go along to witness this contest.¹⁵

In the Escanaba Journal of May 4, 1906, the steamer Maywood time schedule was given as follows:

STEAMER MAYWOOD

Time Card

Going West

	<u>A.M.</u>
<u>Lv.</u> Garden Bay	6:15
Nahma	6:45
Fayette	7:35
Farmers' Dock	9:30
<u>Ar.</u> Escanaba	10:10

Going East

	<u>P.M.</u>	
<u>Lv.</u> Escanaba	2:30	
Farmers' Dock	3:10	
Fayette	5:00	
Nahma	5:45	
<u>Ar.</u> Garden Bay	6:15	16

Our telephone service was at first a locally owned operation with the first phone in Dr. Foote's office. It

was then owned and operated by George Joque, father of Lenard Joque, a long time barber of the community. In later years the line was operated by the Grays of Cooks. We now are serviced by the General Telephone Company and have a modern dial system.¹⁷

Banking business in Garden had its start in the Deloria store in 1908, and two years later the Garden State Savings Bank building was erected close by. This was a branch of the State Savings Bank of Manistique and was discontinued in 1929. It was then used as a post office and still later torn down. A new post office was built on the site in 1965, 100 years after the first one was established in 1865.¹⁸

In the 1920's Garden had a weekly newspaper, The Garden - Fayette News. It was owned by Louis R. Messenger who was also editor and manager of the paper. Harold Heafield was associate editor, and it was printed by Zania Rivers.¹⁹ The paper appeared every Friday, and the subscription price was \$2.50 per year.²⁰ This paper did not prove a financial success and was said to have caused a lively discussion or two now and then, and was soon discontinued.

In 1925, the village granted a franchise to Norman Beaudry to build and operate an electric lighting system in the Village of Garden. Mr. Beaudry had never operated a lighting system so in 1929 the Wisconsin-Michigan Power Company received a franchise from the Township of Garden, and brought in power. They are still supplying the area. At one time Garden had a system of kerosene street lamps

lighted by a Mr. Bureau.

The first automobile in the area was owned by Fred Beach (Beech) on his farm. The first car in Garden, a Haynes, was owned by George Joque. It was cranked on the side, had no top, and was steered by a stick rather than a wheel. It is also said that George Joque owned one of the first radios in 1923. At one time Joque was also a local photographer. The first phonograph in Garden was owned by Henry Dotsch and Moses Boudreau, who used it in their saloon. The building was once the Stellwagen store building, but it is now torn down and Robert Tatrow owns and operates a Shell gas station there.²¹ In 1943, "The Lions Club of Garden Peninsula" was formed.

A volunteer ambulance service was established in the Village of Garden in 1971. The first meeting was held on October 8 of that year. Meetings are held whenever necessary, or about every two months. The first board consisted of Carrol Tatrow, Chairman; Rosemary Garvin, Secretary; Lynn LaVallee, Treasurer; James Potvin and Margret Coppess.²²

One of the real greats of the midwestern lumber industry got his start on the Garden Peninsula many years ago. William Bonifas, son of Nicholas and Josephine (Kauthen) Bonifas, came to the Peninsula in the 1870's from Luxemburg. The son of a village blacksmith, he was in his early twenties when he came here. He landed from third class passage in New York dressed in an ill-fitting suit with sleeves which reached only half way to his elbows. He was told of the need of workmen in South Dakota so he headed west. First he went to

Green Bay, Wisconsin, then to Escanaba. There he hired out to a railroad tie and fence post contractor to work on the Garden Peninsula.

He had an uncle here, his mother's brother, William Kauthen. John Bonifas and Nick Kaufman came first, followed by other relatives: three Bonifas brothers, William, James and Isaac; four sisters, Lillian, Katherine, Mary and Cecelia.

William Bonifas, who founded the lumber firm which bears his name, was a young man when he came here. At that time Garden Township did a thriving logging business and Bonifas took an immediate interest in the logging industry. The majority of the logs produced in Garden Township were shipped by vessel or in booms, to Escanaba and other ports on Green Bay and Lake Michigan.

As a lumberjack, he started to cut timber for Lewis Van Winkle, a Dutchman who built a sawmill at Van's Harbor in 1881. Lacking a team of horses, he carried logs out of the woods on his back. It was William Stellwagen, proprietor of a hardware store at Garden, who staked him to his first capital - \$50.00 worth of needed tools and equipment.

Bonifas started to build his fortune on the Garden Peninsula. Perhaps his greatest find was Kate Nolan, a beautiful Irish girl. Catherine Nolan was born in County Carlow, Ireland in 1868. She migrated to the United States twenty years later and came to Garden, where she worked in a boarding house for \$2.50 a week. When Bill met this beautiful Irish lass they fell in love and were married at St. John's

Catholic Church in Garden.

William Bonifas, with his brothers John, Jim and Isaac, readily adopted themselves to the logging business and so energetically did they apply themselves that they were soon ranked with the largest timber operators in the area. For years they produced large quantities of pulpwood for the Kimberly Clark interests. As that company became more and more a factor in the paper business, it decided to round out its organization by taking over the Bonifas interests.

The William Bonifas Lumber Company was incorporated in 1909. When logging in the Garden area started to diminish, Bonifas started operations in Watersmeet, Michigan. In 1912, the firm became affiliated with the Kimberly Clark Corporation and its headquarters transferred to Bonifas, Michigan, in Gogebic County. The company had produced large timber holdings in that section and continually added to them. The company moved its headquarters to Escanaba in 1917 where they have since remained.

Later sawmills were operated at Marenisco and Lake Linden. Pulpwood operations were maintained all over the Upper Peninsula. By fortunate investments Bonifas acquired large blocks of Kimberly Clark and General Motors stocks. He died a very rich man.

The Bonifases had no children. But Mrs. Bonifas always kept busy and admitted to not being comfortable around children, even though she loved them.

On November 24, 1936, William Bonifas passed away and left eleven benefactors. Only upon the death of his wife

was the money to be distributed. Mrs. Bonifas died May 25, 1948. Mr. and Mrs. Bonifas are buried in Escanaba.²³

The first school in what is now the Village of Garden was operated upstairs over the Antoine Deloria store. The classes were taught by Hiram G. Squires. Two years later the first schoolhouse was built. This was around 1878. Later this schoolhouse became the residence of Ed Lemirande. The teachers were Mr. Squires and Mr. L. C. Beardsley. About this same time a school was built a few miles south of town on the Gray farm. Around 1880, a two room schoolhouse was built at the southern end of town with an addition being added in 1901. Some of the early teachers were Mike Sullivan, Tibby Boum, Date O'Brien, and Kitty Kelly, daughter of Daniel Kelly.

In the early 1900's it became necessary to build a school east of town on the "Little Harbor" road. This school was known as the Hennessey School and operated for many years until pupils were transported to Garden. A brick structure for the higher grades was erected at the north end of town in 1911 by a Mr. Olson of Manistique. Frank G. Tebo was superintendent until his retirement in 1950. Mildred Deloria (Swaer) was principal for twenty years, retiring in 1936. The first high school class was graduated in 1919. In 1952, through the financial help of Mrs. Catherine Bonifas, a modern grade school was completed.

For many years it was necessary to transport high school pupils to Cooks and to Manistique, as the high school had been discontinued. After the new grade school was completed,

Victor Borga was named superintendent and shortly after the high school was recommissioned. The first class to be graduated after the new wing was added was that of 1958.²⁴

In August of 1966, Garden Township, Fairbanks Township, and Nahma Township in Delta County, and Inwood Township (Cooks) in Schoolcraft County voted to consolidate and form a new school district to be known as the Big Bay de Noc School District. In 1967, the Garden High School was discontinued. The Board of Education then made plans to build a new K-12 school in the Garden Corners area of the newly consolidated district. East Lansing architects, of the firm of Mayotte and Webb, were chosen to plan the new school.

On September 30, 1968, the property owners of the Big Bay de Noc School District voted in favor of a \$1.2 million bond issue to build the new consolidated school for the four township district about one mile in from the Garden Corners on Delta County Road 483.

The vote, said Robert Johnson, Secretary of the Board, was: Yes 398 and No 156. The vote by precincts was:

Garden:	Yes 169, No 60	
Fairbanks:	Yes 52, No 25	
Nahma:	Yes 100, No 43	
Cooks:	Yes 77, No 28	25

The Big Bay de Noc School Board broke ground for the new school building on Sunday, April 19, 1970. One story in design, the school will be 335 feet long and 188 feet wide, with about 63,000 square feet of floor space. It was designed by Nobyn B. Haene of Mayotte-Webb. The general contractor was

Caspian Construction of Caspian.²⁶

Students and staff began occupying the new facility on February 15, 1971.

Although some will be all too ready to disagree, no history of Garden, or the Peninsula, would be complete without Dan Seavey. There are but two undeniable facts in the life of Captain Dan Seavey, lone pirate of Lake Michigan. He was born and he died. Dan Seavey was born in Portland, Maine, on March 23, 1865, and he died in Peshtigo, Wisconsin, on February 14, 1949. In between those two events, however, is the man and the legend. Dan Seavey is believed by some to have been the son of Porter Seavey and Josephine Ward. According to Anna Gray, Daniel Seavey was the sone of a minister. It is said that Seavey ran away from home at the age of 12 or 13. He sailed on tramp schooners for some years and at the age of 18 joined the navy.

For a while after leaving the navy, Dan became a government agent against whisky smugglers. Then Dan went to Milwaukee, where he delt in commercial fishing and engaged in a fish market business. While there, Dan acquired one or more saloons and a farm in the outlying area of that city. With some interest shown from Captain Frederick Pabst of the Milwaukee brewing family and the lure of possible easy money to be made, he pulled up stakes and went north to the gold fields of Alaska. The venture proved fruitless, and he returned broke but not beaten.

Dan Seavey gained notoriety when he was arrested for

piracy of the lumber schooner Nellie Johnson, which he stole in June of 1908 from Grand Haven harbor. It is said Seavey drank the captain, R. J. McCormick, and crew of the schooner flat on their backs and left them on the dock while he sailed off with the boat to Chicago, returning shortly. This event inaugurated decades of plundering that won him the title of "pirate."

It was several days before a sober owner was able to convince authorities that his ship had been stolen. Finally, the U. S. revenue cutter Tuscarora went out from Milwaukee searching for Seavey and the Nellie Johnson. Dan Seavey knew the lake like a book. For weeks, slipping in and out of the hidden coves of the shores and islands, he played a cat-and-mouse game with the revenue cutter. Then the cutter's captain, Preston Ueberroth, learned from the life saving station at Frankfort that the missing schooner was in that vicinity. The Tuscarora chased Seavey. He was eventually captured and taken to Chicago and charged with piracy. He was soon free, however, thanks to the efforts of a good Chicago lawyer, said to have been a good friend of Seavey.

Soon Seavey and a forty foot sailboat, the Wander, which he had acquired and named, began a couple of decades of sailing. During this time he transported quantities of various goods, including fruits such as apples, peaches, plums and cherries between Lake Michigan ports. Whenever there was a lull in legitimate transportation business, Dan always found a way to pick up a fast buck. If anything was

stolen on the water front, he was usually suspected. The schooner Wander, running without lights, would sail into a port at dark, and clear before daylight. A man of courage, ready for a fight with anyone who dared take him on, Seavey would sail in any kind of weather.

Once the Wander came into port with a load of gloves, shoes and fancy leather goods. Pirate Dan had done a salvage job on the steamer G. M. Nickels after it had run aground on Big Summer Island in Delta County. Another time he had a boatload of caviar and other high class canned goods for sale cheap.

During this time, his sailing exploits and barroom brawls became the lurid and exciting Seavey saga. He was well known in the saloons of Escanaba, Fayette, Garden Bay, Van's Harbor, Frankfort, Charlevoix, Kewaunee, Menominee, Manistique, and other Lake Michigan port towns. Whenever Seavey hit port, he lost little time in getting to the nearest saloon. When he had money enough, he would buy for the house. To refuse roaring Dan's invitation to a drink was to invite a fight. The barroom was his Club and he liked to perform there. It is also well known that Dan Seavey smuggled liquor, kept painted ladies and operated a gambling ship.

The author's grandmother used to tell him stories about old Dan Seavey coming to town to visit his favorite drinking establishments. One time she told how old Seavey had started a brawl in one of the local saloons in the Village of Garden and was finally chased through the streets by a large crowd

of people. He escaped along the shore back of the now Marygrove property to Van's Harbor where his ship was at anchor out in the bay. He had been warned never to return again. The name Dan Seavey is one not unknown to the Garden Peninsula area and its adjacent waterways where Seavey had made the scene on more than one occasion.

The stories go that Seavey had a hideout cabin on St. Martin Island off the Garden Peninsula where he shot deer and took the venison to market in Chicago and elsewhere.

At one time Dan Seavey had a small sawmill at the Garden Bluff or Couley's Harbor. He was tried for the premeditated murder of two men who were hired by him. It is said that he burned the mill to hide the death of the two men. The sparks from the blaze set fire to Seavey's schooner and it was completely destroyed. He was acquitted. Some say there was no case involving Seavey, and that a search of Delta County Circuit Court records does not reveal Seavey's name, and therefore, so far as the law was concerned, Dan Seavey was not involved. Some say that the two men were in Seavey's schooner at the time it caught fire and could not escape in time, dying accidentally. It is also reported that Seavey received some bad burns during the fire. This whole affair remains to this day unsolved in the Garden area.

In the hold of the Wander, Seavey carried a sack of skulls he'd dug up in an Indian cemetery, it is said. What cemetery it is not known for sure, but there was and still is a large Indian burial ground on the Garden Bluff. Only a

few people know where it is anymore, and it is almost entirely overgrown by forest growth.

It is said that Seavey married twice. First, he is supposed to have married Zilda Bisner, daughter of Joseph and Mary (Walker) Bisner. He had two daughters, Mrs. Josephine Wood and Mrs. Edward Ward, and possibly a son by his first marriage. His second wife is said to have been Annie Bradley, daughter of Huron and Caroline (Hogerty) Bradley. There were no known children of this second marriage.

In the early 1930's he was living in Martha Wead's boarding house at 319 Ludington Street, Escanaba.

Seavey died February 14, 1949 in the Eklund Convalescent home at Peshtigo, Wisconsin, and was buried in Forest Home Cemetery at Marinette, four days later. At the time of his death, Seavey had two grandchildren and eight great-grandchildren.²⁷

Alec McLeod once recalled an exploit about Dan Seavey for Walter Hornstein, and this is how it goes:

We were in Escanaba on our way up the bay from Sturgeon Bay and Menominee and stopped there over night before going over to Garden. Seavey and I were alone on the boat. A stiff north wind had come up and we were just trying to decide whether it was worthwhile to make a run to Garden or to lay over another day. While we were talking about it, Captain McCauley came down the Little Bay from Gladstone having trouble making his birth at the north shore dock.

"Now he is going to watch me and if he sees I do not go out then he'll stay in, maybe. But if I go out, hell breaking loose won't be able to stop McCauley because he hates me anyway," said Seavey.

Finally, Seavey set his sails, weighed anchor and high tailed it for Peninsula Point, the stiff north wind getting meaner all the time. Believe me, it was snoring right when we got to the Red Stake and then when we turned east-northeast we did take a fair pounding, I tell ya.

After about ten minutes of it, Seavey wanted to know how I was making it and would I be able to stand it. "It ain't any farther to the bottom for me than it is for you," I told him, "I guess I'll make it alright."

Just then an ungodly sea hit us and sent us sprawling, laid the sails almost flat and when we came up again, we took another right over the cabin trunk. There was a foot of green water coming over the forward deck, and things were creaking and groaning and tearing and splitting. It took me all my time to pump the bilge.

But every time Seavey glanced behind him, he would roar with pleasure at the trimming McCauley was taking in his steam packet.

Then, all of a sudden, something gave a sound of splintering wood, and Seavey told me I'd better go below and see what happened. I went down and all the water in the bay came in on top of me. I looked up to see where it was coming from, and I saw the cabin roof had split from the mizzen mast back to the main mast. "What do you find down there," and "are you alright," Seavey shouted to me. "I'm alright," I answered, "but I can see all of Lake Michigan through the cabin top." It was a fact, too, as the ship heeled over I could look right out through a slit almost six inches wide.

The Maywood passed us just before we rounded Garden Bluff and by the time we got in she was all tied up for the night. Captain McCauley hailed Seavey when he came ashore and asked whether he had not found it pretty tough crossing the bay. "He hadn't noticed, especially," Seavey said, "though there seemed to be quite a wind." 28

Chapter IX

A LOOK AT 1907

What was happening in Garden in 1907? The items in this chapter were selected verbatim from Garden correspondence columns of the Iron Port (Escanaba, Michigan). The author chose 1907 for a look at the way life was because of the availability and completeness of the newspapers for that year. The writer of this correspondence column signed his name as the "Port Scribe."

January 12: William Bonifas has sold his portable saw mill at Perrin's Bay, to Mr. Joseph Savage, of Thompson, Michigan. Mr. Savage will put it in order at once and run the shingle and lath departments all winter. He has contracted to saw all of the timber banked this winter by Bonifas Bros. in Perrin's Bay.

It is better to be born lucky, than rich. Deloria & Gibbs, one of our enterprising mercantile firms, ran a "Prize Sale" last fall, ending December 25. They gave to every purchaser of a dollar's worth of goods at one time, a ticket entitling the holder thereof to one chance in the drawing for a beautiful rug, 9x12 feet in size and valued at \$25.00. Over 300 tickets were sold and Nelson Contin was the lucky man to capture the rug as a Christmas present for Mrs. Contin.

January 19: Peter Plant, who went "outside" lately for treatment for what he supposed was a cancer on his face, returned last week much improved. Mr. Plant went no farther than Gladstone where he placed himself under the care of Dr. Kee, who pronounced it not a cancer and as we learn treated it successfully and sent Peter home rejoicing.

Octave Boudreau of the firm Disco, Boudreau & Co. has just returned from Milwaukee and Menasha, Wis., where he went for his firm with a view to purchasing a new and larger engine for the lighting

plant of this place.

The Van's Harbor Company want to put in electric lights at their plant and prospects are that the Lighting Co. in the village will put in more power and run a wire down to the harbor, furnishing lights for that locality.

The ladies of the Congregational church in this village gave a social and supper at Van's Harbor hall Saturday evening for the purpose of raising money to insure the church and parsonage. Quite a crowd was in attendance, and all had a enjoyable time. The ladies succeeded in raising \$28.00 towards the insurance fund.

Sam Mackevich will move to Peshtigo in the near future to assume charge of a larger store in that place. There will be no change in the Leader here and business will be conducted as usual under the management of Mr. Isadore Mackevich.

January 26: Mr. Herman Winter, who has kept a meat market in this village so long that the memory of your correspondent runneth not to the contrary, has sold out his business to his nephew, Mr. Charles Winter who will conduct it in the future. Mr. Winter will move onto his farm in Fairbanks Township and become a Granger. Sorry to lose you from Garden, Herman, but, our loss will be Fairbanks gain. In the meantime, we wish Charlie all success in his new venture.

February 2: Russel Pelletier, who it will be remembered was injured severely while skidding logs at Camp 51 some two months ago, has been taken by his brother Thomas to Detroit for a surgical operation, for the purpose of removing the pressure on his brain of a portion of his skull which was injured at the time of the accident.

Edward McNally, one of the old residence of this side of the bay, died at the residence of his son William in this township on the night of January 22nd. Mr. McNally was born in Dublin, Ireland, May 20th, 1824, being therefore at the time of his death, eighty-two years, eight months, and two days old. When quite young he left his native country for Birmingham, England, from which place he came to this country sixty-four years ago, settling in Cold Springs, N.Y. In 1867 he came to Fayette, in Fairbanks Township remaining in the employ of the J. I. Co. at that place until 1884, when he entered as a homesteader the land now owned and occupied by his son William, where he died. Mr. McNally was well known in this portion of Delta County, and was respected by all who knew

him. Funeral services were held from the Catholic church in this village, Rev. Fr. Le Golvan officiating, on Friday of last week.

February 9: One of Fairbanks Township's prominent citizens rushed into the postoffice in this village one evening last week shouting "Come out here boys, and see the fire, Johnnie Martin's house is afire sure." The boys rushed of course, but investigation proved that the aforesaid prominent citizen's fire was nothing but the moon calmly rising over Disco & Boudreau's store in the eastern horizon. No damage done. What's the matter H. L.? Were you taking an observation through an inverted beer schooner?

February 23: Jack Ward and Nate Loge of Little Harbor, transacted business in this village the fore part of the week. They report business booming in their locality.

The people of Garden and vicinity have been through an epidemic of lagrippe, or some similar "blessing" for the past two or three weeks. There is scarcely a family but what has one or more members on the sick list.

A village caucus, for the purpose of nominating candidates for the several village offices for the ensuing year, will be held in the council room on the evening of the 23rd. Now look out for warm times in this locality for the next few weeks. Garden folks have a knack of getting up about as interesting elections as any place I know of.

March 2: The township "political pot" is beginning to boil. I hear the names of four of our citizens mentioned in connection with the supervisorship, anyone of whom would be good timber to make a supervisor of. Garden would not need to apologize for sending anyone of the four to represent us on the county board.

March 16: The village election held on the 11th passed off quietly. The "opposition" ticket won out by a safe majority. The several candidates on the losing ticket can "go way back and sit down" till next spring.

Notices for a Township Caucus, to be held Saturday evening March 16, are up. And now look out. Candidates for supervisor are thicker than flies on a sore toe. Someone will be disappointed, sure. Just who will win out, can be told better after election.

Abraham Brown, a former citizen of Sac Bay Township, and well known on this side of the bays, died at Thompson on the 27th of last month. Mr. Brown was a veteran of the Civil War, having served in the 18th regulars for three years. at the time of his death he was 77 years old. For the

past ten years he has been a resident of Thompson, Schoolcraft County. One by one the old fellows are passing away.

March 23: Through a private letter to one of our citizens, we learn that Mr. Lewis Van Winkle, of Van's Harbor, is now engaged in real estate business with his son "Bon" at Santa Monica Cal. Mr. Van Winkle will not be forgotten by his many friends in this locality.

Dr. Dubois, late of this place, has shook the dust off his feet and departed for parts unknown. He leaves a large circle of friends who mourn his departure in degrees of sadness ranging from \$5.00 and up.

I am informed that Mrs. Dotsch and Miss Delia Thibault, will open up a bakery in the Arp building on State Street, April 1st. They will furnish all kinds of pastry as well as bread, ice cream and etc. They will open on Easter Monday night. I see no reason why an enterprise of this kind should not prove a success in this village. The ladies certainly have the best wishes of the Port scribe for their success.

April 6: The Easter Monday dance given by Pelletier's orchestra on Monday night was an enjoyable affair from start to finish. The hall was crowded, and everyone had a good time.

George Joque of this village has purchased all the right, title and interest of the Village of Garden, in and to the electric telephone line running between Garden, Van's Harbor and Cooks Mills. It is to be hoped that Mr. Joque will give the public better service in the future than the village council in their infinite wisdom has seen fit to give us in the past.

April 27: Nick Bink of Escanaba, transacted business in this village this week.

George Joque is busily at work these days, repairing the telephone line. He will have the central installed in its new location at his residence on State Street this week.

The "Home Bakery & Restaurant," started April 1st by the Misses Dotsch and Thibault, is proving to be a success. The ladies are working up a good paying trade.

Garden is certainly going to have railway communication with the outside world in the near future. The surveyors have been at work for the last two weeks on the line between this village and Cooks Mills where it will connect with the Soo Line.

May 11: "And there was darkness on the face of the earth," for the space of half an hour, the

evening of the 3rd, in this village. Something went wrong with the machinery of the electric light plant and we had a chance to wonder how we ever got along without electric lights. It speaks well for Disco Boudreau & Co. the managers of the lighting plant, that in three years or more since the plant was installed, this is the first time that our lights have failed us for even a moment. We certainly have no cause for growling.

June 1: One inch of snow covered the sidewalks of Garden on Monday morning. Surely, the weatherman must have got things mixed somehow.

The public schools of Garden closed for the summer vacation the 24th.

D. J. Dupuis, the wholesale grocery man from the Capital City of Delta County was in town looking after trade in his line last week.

Garden is to have another doctor. Dr. Hughes, formerly of Thompson, has moved to this village with his family and has decided to settle here permanently. Well, there is plenty of work and plenty of room for two physicians on this side of the bay. We wish him success.

I am told that the village council have at last decided to pass an ordinance to prohibit cows from running at large on the streets of the village at night. Oh! blessed inspiration. It seems almost too good to be true. If there is anything that will make a man wish that he knew how to use profane language, it is, to have to get up half a dozen times a night and run out in his ---- his ---- (well pajamas will do), and run some unregenerated old cow out of the garden. You can't fasten a gate so that they will not open it. Why, we have one old rip of a cow here on Water Street in this village, that I will bet can open any safe in the village in fifteen minutes, without the combination. Talk about fencing them out, it can't be done. By all means gentlemen, pass that cow ordinance, and do it at once. Future generations will rise up and call you "blessed." It should have been done years ago.

June 8: Theodore Sexton and his sister, Miss Stella, have established, and are now operating a photograph gallery on State Street, on the vacant lot south of the McDonald hotel. From appearance they seem to be doing a good business.

Our Street Commissioner, George J. Truckey, has been doing a "Land Office" job repairing the sidewalks in the village the past week. It was needed bad enough.

By the way, speaking of sidewalks, I wonder if it will ever dawn upon the inner consciousness of

our respected village council, that there are such things as cement walks. A good cement walk can be laid down for about double the cost of a plank walk. The cement walk is practically indestructable. The plank walk must be renewed every few years. Would it not be economy, gentlemen of the board, to replace our old plank walks as fast as they wear out, with cement? Think it over. I honestly believe, that the figures will bear me out in the statement, that if 70 per cent of the cost in money and labor, of our plank walks since the village has been incorporated, had been put into cement walks, it would have built a six foot cement walk on both sides of every street in the village. Think it over, gentlemen of the board, and figure it out for yourselves.

June 15: The dance given Friday night in the opera hall by the Pelletier orchestra, was a "fizzle." No use trying to get the boys out to dance when they have got to work all the next day. Try Saturday night next time, Steve.

A steam pipe in the power house of the electric light plant, broke at half past ten Friday evening and the village was in darkness the rest of the night. It was repaired, and the plant was in commission all right the next evening.

It looked for a time last Saturday as if the population of Gladstone were emigrating to Garden en-masse. The following named gentlemen of that city dined at the McDonald hotel in this village on that day: Steven Johnson, H. B. Lang, R. P. Mason, W. T. Hammel, H. C. Henkle, J. H. Therault, Alex Mead and C. T. Mason. The party came over with a gasoline launch and returned home the same day. The rest of the people that stayed at home, must have been mighty lonesome during their absence.

One of the most prominent and well known society matrons of this village, and her equally well known and popular daughter took the notion into their heads on Saturday of last week that they would go fishing. Well, they borrowed a skiff and went. They have never been heard to boast of the size, number, or quality of the fish they caught on that trip. I learn however, on good authority, that they have admitted that the water was very wet on that particular Saturday. Wear your bathing suits, next time ladies. You will present a much more dignified and "recherche" picture promenading along State Street on your way home.

A petition is being circulated this week

among the taxpayers of this village, to the village council praying that they call a special meeting of that honorable body, to consider the advisability of replacing the present wooden bridge over Garden Creek on State Street with a concrete or stone one. It is most devoutly to be hoped, that the council will take the action asked for, and that the prayer of the petitioners will be granted. The present wooden structure should be rebuilt this summer. If it is rebuilt with wood, the same thing must be done over again in a few years. If rebuilt in a proper manner with stone or concrete, the grandchildren of the present council will never live to see it need rebuilding again. It would be there all the time: By all means, no matter what the cost, it would be sound economy to put it in, something that will last.

June 23: The writer of this has lived in Garden for forty-three years, but has never seen the wind blow as hard, or the rain come down in such chunks, as it did for half an hour Monday afternoon. For a few moments, the old gentleman thought he was sent for, sure.

One of the most terrific electrical storms, accompanied by heavy rain, wind and hail, within the memory of the oldest inhabitant, passed this village and vicinity, between three and four o'clock, on Monday afternoon. The smoke stack of the mill at Van's Harbor was blown down, the roofs of the boiler room and oil room blown off, lumber piled on the docks blew into the bay, McDonald's boat house, in which was his new gasoline yacht, was totally demolished. Luckily, the wind picked the building right up into the air and carried it off, leaving the yacht lying in the water unharmed. Chaquette's barn was blown down and also the barn on Patrick Purtell's farm, near here. Bonifas' mill, in Perrins Bay, on the lake shore, six miles east of this village was partially unroofed and the smoke stack blown into the lake. Gus Mercier, a farmer in Fairbanks Township, three miles west of the village, lost a valuable cow, struck by lightening.

July 13: Street Commissioner Geo. W. Truckey with a force of men, is busily engaged putting in a concrete bridge over Garden Creek on State Street. If properly put in, this will settle the bridge question for this locality for all time, for the present generation anyway.

Well, the Glorious Fourth has come and gone once more. Over here in Garden, we just had the same old thing. A little so-called horse racing, a ball game, (also so-called), a few games for the

kids, a few rockets and pin-wheels, and Roman candles were touched off in the evening, (called on the bills "A grand display of fireworks.") Lots of beer throughout the day and a dance in the opera hall to wind up. The same old story. Say, suppose those of us who are alive next fourth, get out of the old rut and try and get up a celebration - something different for a change. Put up a platform in the grove on the hill, get up an old-time neighborhood dinner, get a band, put up swings for the children and a platform for the young folks to dance on through the day, get a good speaker to come and tell us once more what the Fourth of July stands for, and have a good time generally. Why not? This same old thing over and over is getting played out. Its all right for two or three hundred meals, but for a steady diet it's getting monotonous. Think it over.

July 27: Born, on the 21st to Mr. and Mrs. Charles Winter of this village, a son. Mother and child are doing well. Congratulations, Charlie.

The Thompson baseball club came down to Garden on Sunday the 14th, although Garden has no ball club this summer, it did not take long to pick up a nine to do them up to the tune of 9 to 3. It's a habit our boys have somehow.

August 17: The Pears Soap Company's "free show" held forth in this village for six nights last week. It's just a "holy terror" how some people like to be fooled. I suppose that these fakers sold more soap last week, than all the regular dealers in the village generally sell in a month. They sold it "three bars for a quarter," of course, and equally of course, a better quality can be bought every day in the week of our home dealers for five cents a bar, or six for a quarter. It's all right though. Anything, to send the money out of town. That's the way to build up our village.

The concrete bridge over Garden Creek in this village is nearly completed. Our Street Commissioner, George J. Truckey, has reason to be proud of the job. It is certainly a monument to his energy and good sense. There has been kicking of course; that is to be expected. Let them kick, George. The fact remains just the same though, that Garden has got the best bridge of any town in the state, bar none. It must be seen to be appreciated. It is a piece of work that the people of this village have reason to be proud of. Of course it has cost money, but it is the most economical job ever done in Garden. I believe there have been four bridges built in the same place during the past twenty-five years. This one is there for all time. The next thing should be to lay down cement sidewalks as fast as the present

plank walks wear out. At the present price of lumber, cement walks are fully as cheap, to say nothing of their lasting qualities.

September 14: Charles Winter has sold his butcher shop and retail market to Oscar Marsil, a former Garden boy, but lately of Cooks Mills, who will continue the business at the old stand.

The schools for this township went into commission for the winter on the 3rd. The corps of teachers remains practically the same as last term. Miss Alice Truckey takes the school in the Hennessey district in place of Noah Disco, who goes to Bark River.

September 28: A short time previous to the late election, our township board invested in an Abbott voting machine. But, through some "hocus pocus" the true inwardness of which the Port Scribe can find no one that appears to be able to give an explanation, it could not be used, and the election of the 17th was conducted on the old style.

Now a voting machine is all right for cities, and precincts where a large vote is polled. That point no one will dispute. From a standpoint of economy even, they are a paying institution, and I understand that that is the reason our board made the purchase. But it strikes me, that in a small place like Garden, where the vote polled never exceeds 200, and rarely reaches half of that number, it is false economy to purchase one. Supposing the machine saves the town \$20 once a year for money paid out to inspectors for counting the vote etc., who is this money paid to, and where does it go? It is paid to some of our own people, and it is spent here in our town, and the money is kept in circulation at home where it is needed. Paid for a voting machine, it goes out of town, and that is the last of it. Its that much less work for our own people and that much less money earned by them and put in circulation in our community.

Now this may be a fool way of looking at it, but then, I have not anything else to kick about this week, and had to kick about something.

October 12: And now another medicine show has struck town. They will hold forth the balance of the week in Opera hall. Just how good, or how bad, their entertainment is, the deponent sayeth not. They will stay of course, until they have corralled all the loose change in the village, then they will go. The only one to derive any benefit from them, is the hotel keeper. And ten to one, if they don't beat him down, and make him give them

cut rates for their chuck.

October 19: The Iron Port of last week did not reach its subscribers in this locality until Monday the 14th. Three days coming forty-five miles. A screw loose somewhere with Uncle Sam's mail. It happens too often. What is the trouble?

Having drained the loose change out of the locality, the "Bob Cacell" medicine show which has been holding forth in the opera hall for the past week, left on the 16th. Those who attended say the show was well worth the price of admission.

October 26: The Rev. Fr. Bordas, of Negaunee, who some years ago was the pastor of the Catholic church in this village, spent a few days of last week visiting with his old friends and parishioners in this locality.

The Congregational church of this village have just received a new 800 pound bell, from the Bell Foundry at Northport, Mich. They propose to erect a belfry, and get the bell hung this fall if possible.

November 9: Well, Garden is in darkness. The electric lighting plant has closed down, and from present appearances, it looks as if we must go back to the old kerosene lamp again. The four-year contract with the Lighting Co., had some months to run yet, but they claim they could not get wood to run their engine and had to close down. The plant was not of sufficient capacity to furnish all the lights needed by the people of the village anyway. The lighting plant people made an offer to put in a new and up-to-date plant of sufficient capacity, and enter into a contract for another six year term. But the village council would not entertain the proposition. And there we are likely to be - in darkness.

It seems as if there must be a screw loose somewhere, either on the part of the Lighting Company or the village council. As usual in such cases, it's the people who suffer. It seems, to just a plain, every-day kind of a person, like the Port Scribe, (who don't claim to know much anyway), that the village board and the Lighting Company could come to some kind of an agreement, and give the people of the village electric lights for the balance of the life of the franchise which has over sixteen years to run yet.

It is tough after having used electric lights four years, to be obliged to clean up the old kerosene lamp again. But we have got to come to it. The Port Scribe won't try to express his own personal, inner-most, individual opinion,

or feelings on the subject. I don't want to subject my typewriter to any such strains, and besides it wouldn't look very well in print, anyway.

December 14: Mr. Theodore Hazen has nearly completed the belfry of the Congregational church. He will get the new bell in place this week.

Items of news are scarcer than hen's teeth in this locality at present. The "Port Scribe" can find nothing of interest to fill up with, unless he draws on his imagination. That is a poor resource, as he is not an imaginative cuss. However, we do the best we can, and our readers must be contented with the result.

In closing this chapter, a quotation from a competing newspaper, the Escanaba Weekly Journal, may be as appropriate as any.

Tuesday was election day and the law of the State says that all the saloons must be closed all day and remain closed until seven o'clock the next morning. But did our saloons close? No! They were wide open admitting the public just as freely as on any other day. Where were the officers who have sworn to defend the constitution and laws of the State? Did they perjure themselves? We will let public sentiment answer.¹

Chapter X

FAYETTE

In 1855 events were occurring in a section of the Upper Peninsula that were to have a marked effect on the shipment of iron ore from nearby Escanaba. Charles T. Harvey, builder of the first ship's lock at Sault Ste. Marie, and H. B. Ely succeeded in getting governmental aid in the construction of the Peninsula Railroad. The Congress of the United States, by passage of an Act in June, 1856, donated a large amount of land to assist in the development of railroad enterprises.

In 1862 Harvey surveyed the Peninsula Railroad from Escanaba to Negaunee. Work commenced on this line in 1863 (the same year the first ore dock was built in Escanaba), and in December of 1864 the line was completed and opened to the public.

During the preceding October the Peninsula road consolidated with the Chicago - Northwestern. Eventually the line from Marquette to Menominee became known as the Peninsula Division of the Canadian and Northwestern Railroad Company.

In 1863 the first ore dock was constructed at Escanaba. This dock was upwards of 1,300 feet in length, 32 feet in height, 37 feet in width and capable of receiving in the pockets 20,000 tons of ore at a time and of chuting it

into the holds of vessels.

Following completion of the railroad and ore docks, the Jackson Iron Company commenced shipping over the line in 1865, the ore being routed from Escanaba to Cleveland via the company's vessel Fayette Brown.

However, completion of the Peninsula Railroad did not solve all the transportation problems of the Jackson Iron Company. The round trip to Cleveland took eight days and resulted in the delivery of only 975 tons of ore.

It became clear that the remoteness of markets for ore, the cost of transportation coupled with the insufficient method of transportation were drawbacks to the tremendous potential output of the Jackson location. Although mining continued throughout the year, shipping ceased in the winter months resulting in the stockpiling of the ore.

A solution to this problem was recognized by Fayette Brown, the manager of the Jackson Iron Company. The year around production from a company owned furnace would consume the annual production of the mine and the profit in shipping a cargo of pig-iron was far greater than the profit in shipping a cargo of raw ore.

Brown employed Albert Kidder, Frank Brotherton and Howard Bridges to explore a portion of the Upper Peninsula of Michigan lying between Lake Michigan and Big Bay de Nocquet. This exploration carried with it a two-fold purpose: to find an adequate supply of hardwood timber for charcoal production along with a suitable site for the

erection of a charcoal blast furnace adjacent to the supply as well as within a reasonable shipping distance from Escanaba.

Following is the report of this expedition:

"Larabies 1 1/2 mile North
of Masonville, Mich. 12'64

Fayette Brown, Esq.,

Dear Sir:

Mr. Bridges, Mr. Brotherton, and myself had explored quite carefully the Peninsula between Big Bay de Nocquet and Lake Michigan. We found all the hardwood in bodies large enough to be of consequence in towns 38 north, range 19 west, and 39 north, range 19 west. A map of which I have drawn off with the hardwoods marked, and remarks about the sites for furnaces in each. The river running into Garden Bay is a very small stream through cedar swamp, and is quite worthless as water power, in summer it is said to be nearly dry and even at this season it is no more than a good size brook. Then the hardwood has been nearly all taken up in this vicinity. There appears to be no good stream on the Peninsula of importance. I have only marked that timber first rate, which I know to be so. I have no doubt but that running out the sections in 40's (which would of course take much time) more could be found here and there. We were told immediately on our arrival at Mr. Baileys (where we went on the day following that on which you left us) here the large bodies of hardwood laid and so were able to camp at once in a central spot from which we soon ran the sections out.

Albert Kidder,
Mich. 12, 1864"

Between 1864 and 1867, on the basis of this report, the old Jackson Iron Company of Negaunee, either by land grant, purchase, or both, obtained ownership of lands in the aggregate of 16,000 acres on the eastern shore of Big Bay de

Nocquet surrounding what navigation charts termed "Snail Shell Harbor" in the lower half of the Garden Peninsula.¹

Fayette Harbor, nine miles south of Garden, is a land-locked bay shut in by a high peninsula on one side, and by limestone cliffs on the other. The cliffs rise approximately one hundred feet straight up from the water, as sharp and clear as a wall of masonry, with a forest crowning their lofty summits.²

Some say that the deep natural harbor at Fayette (approximately 16 to 40 feet deep) was originally called "Snail Shell Harbor" because of the snail fossil deposits found in the rocks there. It is said that Hiram G. D. Squires was the first owner of the harbor and so it was also known as "Squires' Harbor". At one time it went by the title of Plum Harbor. It is believed that the name of Squires first appeared here around 1860. They had spent some time in Sheboygan, Wisconsin, and were originally from Lockport, New York.³

The company located the furnace town on a tiny peninsula jutting out into Big Bay de Nocquet approximately 25 miles due east across the water from Escanaba. Included in this purchase were massive limestone ledges containing material necessary for building and the "flux" for smelting purposes. A small land-locked harbor, "Snail Shell Harbor," so named because of its underwater contour, and with depths ranging from 10 feet at dockside to 40 feet in the center, permitted sailing vessels and boats of all types to load and unload

directly at the site. The harbor also furnished natural protection from the gales that often clouded the skies on Big Bay de Nocquet.

The site of the furnace town was named "Fayette" in honor of Fayette Brown, the general manager of the Jackson Iron Company, whose foresight and desire to develop the company to its utmost capacity was to create the most successful smelting furnace of that district.

The years from 1864 to 1867 were spent in the initial construction at Fayette and in acquiring a supervisory and labor force to attend the company's affairs in that local.

Every nail had to be hand-forged, every timber had to be cut by hand and hewn, if necessary, and every building stone hand-shaped. And there were roads to make.⁴ According to Miss Adele Elliott's "History of Fayette and Fairbanks Township," work on the Mackinac and Point Detour State Road was being done here about 1867. It appears that this road kept, wherever possible, to the higher ground and avoided swampy places. Corduroy was laid where necessary. With the coming of the Jackson Iron Company, all roadbeds were improved. During the time the furnace was in operation, the farms on Burnt Bluff were settled, as were all of those north of a line drawn from the head of Sac Bay east through the centers of Sect. 30-29-28-27, with the exception of the farm clearings along the shores of Garden Bay and Kate's Bay. Much of the land which later became farms was originally bought by the company and the timber taken off by the firm or

contracted to it and removed by other purchasers. The earlier settlers found little sale for farm produce. The company provided a good market for the hardwood and some softwood; sawmills and shipping afforded a market for the remainder.⁵ A sawmill had to be constructed and docks had to be built.⁶ The construction of a dock that was to grow to a total of 900 feet in length was begun at Snail Shell Harbor.⁷

As for the business of iron smelting, in this region the production of charcoal had to precede the smelting process. The making of pig iron in a furnace required considerable charcoal and the method first used, before the building of stone kilns, was to obtain it by burning the hardwood in pits.

The average two-man crew cut and piled about four cords of wood in ten hours, while the charcoal yield from a cord of hardwood was about 50 bushels. As nearly 100 bushels of charcoal were required to make a ton of pig iron, a considerable stock pile was necessary before a furnace could be put into blast.

Not until May of 1867 was construction of the first furnace, Stack No. 1, started, under the direction and management of J. H. Harris. The original design of the company was to build two furnace stacks. With this in mind, the necessary machinery to operate two stacks was installed at the beginning of construction on the first stack.⁸ Stack No. 1 at Fayette was completed in the fall

of 1867 and the first blast took place on Christmas Day of that year.

The iron ore went from Negaunee to Escanaba by rail, and from there to Fayette by scows which were towed by tugs.⁹

Even prior to this blast, the company began to realize that pit methods of making charcoal were crude and wasteful. By this time construction had already commenced on Stack No. 2. Better charcoal production methods resulting in a greater quantity were needed to operate two furnace stacks to full capacity. Several kilns were built along the harbor east of the furnace and at distances ranging from two to seven miles seventeen kilns were being built. Also, prior to this first blast a limestone kiln was erected at the farther end of the townsite charcoal kilns.

By the spring of 1870, Stack No. 2 was completed. This was to double the production at Fayette to over 10,000 tons. A narrow gauge railway was built from Fayette south through the various kiln locations to an area across from Summer Island near Fairport. This railroad was to connect the outlying charcoal kilns with the furnaces and to lessen the expense of transporting charcoal. It also brought in sand for the molds. Residents of the peninsula were very proud of having a railroad years before the Soo Line went through to the north. This construction, along with other new kilns and a fireproof warehouse 50 feet by 60 feet and two-stories high, kept the construction force well occupied in the early years of Fayette.

It was in 1871 that Charles L. Rhodes came to Fayette to replace Brown as agent. During that year the wooden track railway was completed and the first locomotive, built at the new shops of Porter, Bell and Company, of Buffalo, New York, was shipped to the Jackson Iron Company for use at Fayette. This wooden railroad track was taken up in November of 1871 and replaced with 28-pound iron rails. A second locomotive was ordered for the line. The two locomotives, one ten ton and the other twelve ton, soon were named the "A. W. White" and the "J. W. Kicks." Rolling stock consisted of ten coal cars, ten wood cars and three flat cars.

For the first three months of 1872, the Fayette furnaces averaged 175 tons of pig-iron per week. The best work previously recorded by any furnace in the district was that of the "Champion" furnace, which made 171 tons in a single week. Good natured competition for the highest production by a furnace of the same size, 9 feet wide and 40 feet high, was carried on between the furnaces in the district. A broom was fastened to the tunnel head when a furnace exceeded all others in production.

At each kiln site owned by the Jackson Iron Company a village, complete with store, carpenter shop, livery stables, barns and homes existed. Sets of large scales were also installed. The railway connected each site to the furnace town, with the exception of the South River and Puffy Creek kilns which were located north and east from the village of Fayette and with the exception of the privately

owned kilns.¹⁰

The company owned sets of huge, bee-hive shaped brick charcoal kilns. These held from thirty to forty cords of wood each. There was a set of kilns at Puffy Creek, one at South River, one at Fayette on Sec. 5, one set down on Sec. 9, one set on Sec. 17 near Mud Lake, one set at Centre Kilns, Sec. 29 and one set known as the Summer Island kilns on Sec. 5, T. 37, R. 19 W. In addition to those listed in Sac Bay and Fairbanks townships, there were also sets at Garden Bay and at Kate's Bay. Over at Isabella Robert McClellan owned a set of kilns and sold charcoal to the furnace. Rochefort's timber had all been converted into coal, and he suffered loss of the remainder through forest fires.¹¹

Making Charcoal

The making of pig iron in the furnaces required considerable charcoal, and the method used before the building of the stone kilns was to prepare the charcoal by burning the hardwood in pits.¹² The early colliers first cleaned off a circle of flat ground, thirty or forty feet in diameter and packed the earth down evenly and hard. Although called pits, these circles were made at ground level, and bolts of wood were then stacked up carefully in a particular way until a mound-shaped pile about eight to ten feet high was completed.¹³ About twenty-five to thirty cords of four-foot lengths of wood were piled to form a mound, then lapwood (small dry branches) was placed over the cordwood so it would

coal when the pit was fired. Over the dry lapwood was then placed a layer of wet leaves, to cover the entire mound. This then was protected from air by an overlay of earth four to six inches thick, as the cordwood must burn in a deficiency of oxygen to produce charcoal.

When completely covered, the pit was lighted and allowed to burn seven to eight days, and slowly, the mound decreased to one-third of its original size. At no time was a live fire allowed to burn freely. Finally the charred wood was raked from the mound and care was taken not to expose to the air the wood which had not been completely charred. The finished charcoal was raked into a circle away from the mound and allowed to cool, and generally in another day of burning the entire mound was charred.

The cooled charcoal was then sacked, loaded in wooden carts, and transported to the furnace by mules. The average pit of twenty-five to thirty cords of hardwood yielded about one thousand to fifteen hundred bushels of charcoal. On the average, a two-man crew cut and piled about four cords of wood in ten hours. The charcoal yield from a cord of hardwood was about fifty bushels and it required about a hundred bushels of charcoal to make a ton of pig iron.

The pit method of making charcoal was very crude and wasteful, so some keen mind invented the stone kiln, which was constructed in an igloo, or beehive shape. Wherever feasible, the kiln was built along hillsides to facilitate loading or filling from the top with cordwood, or if a

hillside was not available, an elevated platform was constructed. Each kiln was approximately twenty-five feet in diameter at its base, gradually tapering upward to a height of twenty feet to the dome-cap which was about ten feet in diameter. There were two large openings in each kiln, one at the top and the other at the bottom. The top opening was about four feet high and five feet wide and faced the hillside or elevated platform, and was used to receive all of the cordwood. The bottom opening was a little larger and was used to start the fire, and later, to carry the charcoal out of the kilns. About fifteen four-inch square openings, called "air vents," were located two feet apart all around the kiln about three feet above its base.

To fill the kiln, the green hardwood was cut into four foot lengths and dropped into the kiln through the top opening. Each piece was piled parallel to the ground floor around the kiln in two concentric circles. The vacant center circle, about eight feet in diameter, was filled with dry kindling wood, in most instances cedar wood plus brands from a previous burning. A small tunnel was made from the large opening at the bottom of the kiln to the kindling in the center for later ignition. About forty cords of hardwood were required to fill one kiln and when filled, a rag saturated with oil was tied to the kindling material in the center of the kiln.

After lighting, the kindling and green wood continued to burn until flames were visible through the large top opening, and immediately the large opening at the base of

the kiln and all but a small hole in the top opening were sealed by stone and plaster. The fire within the kiln gradually worked its way downward and when the kiln boss saw red glowing coals in an air vent he would take a brick half and seal these openings. At this particular stage of firing, the kiln was completely sealed and allowed to burn or char for several days, as previously stated. When the burning or charring had apparently ceased, the plastered openings at the bottom of the kilns were reopened to empty the kiln of charcoal. The charcoal was shoveled with fifteen-tine forks into "scuttle baskets" which were made by local Chippewa Indian women. Each man would carry two or three bushels of charcoal in these "scuttle baskets" to nearby carts which conveyed it to the furnace.¹⁴

Making Pig Iron

Fayette was founded to produce smelted ore, or pig iron, used chiefly in the eastern steel industry. The manufacture of smelted ore needed three ingredients: crude ore; fuel used to melt the ore; and a flux to remove oxides and prevent further oxidation in the melted ore. Charcoal for fuel was produced locally from the company's hardwood forest, while limestone, quarried two hundred yards east of the foundry, served as a flux.

The ore was crushed by power machinery and then added to carefully proportioned amounts of charcoal, limestone, and clay. A steam-powered hoist carried the charge to the

tunnel head of the furnace where it was loaded into a hopper and dumped into the stack. Forced drafts of hot air were pumped through three and one half inch pipes as the temperature in the ovens reached six hundred to seven hundred fifty degrees. The intense heat melted the ore, causing it to flow into the hearth below. The lighter waste products combined chemically with the limestone and floated to the surface of the molten mass. The waste was drained off through a tap hole near the top. The molten iron flowed into sand molds through another tap hole at the bottom. When the iron hardened, the pigs were broken loose with sledge hammers. They were then stacked until they could be loaded onto ships bound for southern ports.¹⁵

With winter close at hand, \$35,000 worth of stock was put into the general store in the fall of 1873. The residents were cheered too by the fact that a stage line between Fayette and Escanaba began making regular trips, leaving from the Jackson Iron Company's store at Fayette on alternate mornings. This was the winter stage line running across the ice-bridge to Escanaba, furnishing not only transportation for freight, but also serving as the mail route.

The years 1873, 1874, 1875 and 1876 passed with little change in the operations at Fayette. The company maintained a school for the children of the village. Church services were offered, and the opera house was the scene of many a community event.¹⁶

Charles L. Rhodes was replaced about 1875 by John B.

Kitchen, who was superintendent of operations there until he and his family left Fayette for Chicago.¹⁷

The company owned some boats such as the Joe Harris, J. B. Kitchen and the Fayette Brown and probably others as well. The Lady Washington was the daily passenger boat for some time. She belonged to the Delta Transportation Company.¹⁸

Fire broke out at one of the furnaces in December of 1876. One of the arches gave out and the molten iron breaking out of the dam set the whole concern on fire. The damage was estimated to run from 30 to 40 thousand dollars. It wasn't until February of 1877 that the furnaces resumed blast.

By 1877, a stage line from Fayette to Garden Bay and Manistique ran four times a week. This line was owned by Peter Plant, who guaranteed "full satisfaction and good accommodations." Captain "Sandy" McDonald operated a stage line in the winter across the ice-bridge to Escanaba and furnished transportation by sail boat in the summer.

Daily communication was established between Escanaba and Fayette by January of 1880. Fayette continued to thrive. The company carried on the monthly payroll the names of over three hundred laborers and paid out a total of between \$5,000 and \$6,000 in gold every month.

On Saturday, May 12th, 1883, a disastrous fire destroyed the furnaces. The origin of this extensive fire is not known. It was discovered by the clerk of the warehouse when but a small flame was issuing from the corner of the stock house next to the harbor. The alarm was given and men rushed

into position. The fine particles of coal dust which had been collecting for years on the timbers of the stockhouse suddenly took flame and spread so rapidly that in a few moments the sheds were one mass of flames.

The wind blew heavily from the northeast, driving the flames towards the casting house, and no human effort could stay its progress. With the buildings on fire and 65,000 bushels of coal one mass of flames, it seemed as if the whole town must be destroyed.

Men, women and children worked with all their strength carrying water and pumping with the hand engine. The steamer Lady Washington, Captain John Colwell in command, came to the rescue with her hose and getting between the fire and the second casting house saved that portion of the furnace and a large part of the lower docks, coal kilns and cordwood on the banks.

Those working with the hand engine tried to save the first casting house and the building that contained all the patterns for moulding, but they were unable to stay the flames. It then required all their efforts to save the store, blacksmith shop and engine room and boilers.

The top house with the hoisting engines was destroyed, and only the two stacks and one casting house, with engines, boilers, and hot blasts, were left.

This loss was in the neighborhood of \$40,000, and it was felt there was only a small possibility the concern would be rebuilt. The furnaces had expected to shut down

within a few months anyhow, and this disaster seemed to confirm that result.¹⁹

The furnaces closed temporarily that year. Fayette's fate hung in the balance. No longer did the glow from the furnace stacks light the night sky. Many of the residents moved away and others took up farming on the cut-over hardwood lands.

But the town was to have a twilight before the sunset. Harry G. Merry of Negaunee was placed in charge of the company's interest at Fayette. Upon his examination of the ruins, he found the damage not so great as reported. The Jackson Iron Company decided to rebuild at once with the expectation of producing iron again within three months.

The fire damage was repaired and the stacks were again stoked with ore, charcoal and limestone. Production was continued with the first cast made in September of 1883, but never with its former success.

Soon rumors began floating around again to the effect that the furnaces were going out of blast and, by June of 1885, due to the slow movement in the iron market, it was determined to idle the furnaces for an indefinite period. Although the company had a large stock of pig iron on hand, it could see no warrant for adding to it in view of conditions in the iron trade. In the hopes of blowing in the furnace early in the spring of 1886, a large stock of ore was brought in to Fayette before the shipping season closed in the fall of 1885.

Fayette never returned to fame as a furnace town. Spor-

adically it returned to blast in the years between 1886 and 1890, but each time it was only a glow in the dying embers of a great blaze of glory.

Then it was said that Merry was transferred to Lowmoor, Virginia, where he became superintendent of the Jackson Iron Company's furnaces.²⁰

By 1890 the country surrounding Fayette had been denuded of the timber necessary to produce charcoal. This loss and competition from coke-using furnaces in great industrial centers forced the shutdown of the Fayette operation about 1890, and the furnace closed.²¹ By 1892 the machinery had been dismantled and most of the equipment moved away. The population scattered. Very suddenly, Fayette was no more. The magnificent plant was abandoned after twenty-five years of operation. Those who had lived and worked at Fayette generally agreed that the company was far ahead of its time in care and consideration for employees. Few claim that much money was made for the owners, but a generally good time was had.²²

Fayette's history had been one of birth, boom and bust in rather rapid sequence. Then followed a long period of "ghost town."

During the next fifty-eight years following the furnace's close, there were spurts of activity with periods in which commercial fishing and the resort business flourished. But as time continuously takes its toll, and the buildings and structures suffered the ravages of fire and the elements, by 1950 Fayette truly had become a "ghost town."²³

Chapter XI

SOCIAL CONDITIONS AT FAYETTE

During the boom days, some five hundred residence occupied the townsite of Fayette. Living accommodations for the people were completed during this time. These facilities consisting of log or frame structures circled the sheltered cove and were found along the trail south of Fayette. Neat frame "salt-box" homes were scattered in the town for the supervisory force and their families.¹

The furnace operation was pretty much self-sufficient, with its own railroads, round house, machine shop, carpenter shop, blacksmith shop, stables, barns, and warehouse. The needs of the people were also provided for by a boarding house, a hotel, company store, post office, drugstore, church, school, doctor, ball field, race track, butcher shop, ice house, and jail. There was also an opera house.² In the dressing room the names of troupers who had played in the opera house many years ago were found. One of the entertainers who returned was a Professor Wiggins and his dog act, first there in 1874.³

The Fayette post office was established on September 13, 1870. The postmasters serving this post office were: Marvin H. Brown 1870, William Penchin 1870 - 1887, Andrew Reid 1887 - 1889, William Rowe 1889 - 1891, Joseph Mercer 1891

1901, Peter Laux 1901 - 1915, Charles G. Laux 1915 - 1918, Fred Van Remortel 1918 - 1946, Mrs. Evelyn DeVet acting 1946, and Donald E. Zehren 1946 - 1971.⁴ The Fayette post office closed in 1972.

Fayette also had its legends of which the following is an example.

One of the legends of Fayette, "A Lovers' Tragedy," has to do with the naming of the high perpendicular cliff that forms one side of the harbor. One night a young lady fell over the cliff to the rocks below. Her half-submerged body was found the next day. Some say she fell while walking in her sleep, others that she had stolen something from a neighbor and committed suicide because of her parents' reprimand. The more fanciful story, however, is as follows:

Some time previous, her lover had been drowned by the capsizing of his boat. After his death she often told seeing in her dreams the lights of his boat and of hearing his voice calling for help. It is supposed she arose in a trance and walked unconsciously over the cliff while going to his aid. Since this the cliff has been called "The Maiden's Leap."⁵

Violence Broke Up Badman Gangs Brought Law and Order to Fayette

There was a man by the name of McQuade, and, there were Jim Summers and Alphonse Bellanguette. Bad men, all of them. Between 1870 and 1890 they and their gangs made the boom town of Fayette one of the hell holes of Northern Michigan.

"Desperate characters," is the way "Uncle Joe" Clifton,

now 81, describes them. Joseph Clifton was about fourteen years old at the time Fayette citizens solved their crime problem and brought law and order to their community.

"You mind now that these are only stories I heard when I was a boy at Fayette," Joe Clifton will warn when he recounts how angry men of the 1880's mobbed the gang leaders, burned down the Hole in the Ground saloon and other brothels, and cleaned up their community.

There are others who corroborate those stories, however, men who were old enough to join the "vigilantes" in the raid that left Summers for dead on the beach near the smoking ruins of his dive. One of these is Hugh Stephens, who lived in Fayette back in the 1870's and was about 20 years old when the raid occurred. Hugh Stephens told this story of early day Fayette when he visited here in 1937.

Charles Clifton, the father of the family, was a farmer in Huron County, Ontario, Canada. A man named Bessman who once lived at Fayette moved to Canada and bought the Clifton farm and the Cliftons decided to go to Fayette.

The family landed first at Escanaba in June of 1872. The Father had gone on ahead to be at Fayette when they arrived. At Fayette the family heard "Pig Iron" Fred Hink shout to the elder Clifton when the boat came in: "Clif, the family's here!"

The Cliftons bought the fixtures of a boarding house owned by the Iron Company and run by a man named Willis. They operated the boarding house for four years and it was

there that young Joe heard many stories of the bad men and their gangs who lived just outside of town. For the Jackson Iron Company did not let McQuade, Bellanguette or Summers get a foothold in town. The sale of liquor in Fayette was banned, but the dives and saloons got around that by setting up south of the town along the beach. The liquor came in by schooner and was unloaded in small boats to avoid the harbor.

Within the town of Fayette itself most of the citizens were hard-working, law-abiding folk. One of the first men the Cliftons met was the late John P. McCall, head of one of the county's most respected pioneer families. "Mr. McCall was our Sunday school teacher," said Mr. Clifton.

But up and around and southward out of town went Cedar Avenue, a narrow little road on a rocky ledge. On this ledge was a roadway, the railroad and a row of log houses, some of them supported in part by timbers jutting out from the bluff. And south along the beach were the hell-holes, the dives and brothels.

Here the lusty lumberjacks, mariners, and the more reckless elements of the town found relaxation and excitement. There were girls like "Long Lil" and "Fatty" and men like McQuade, Summers and Bellanguette and their gangs.

It was a trick of Summers that brought the righteous anger of Fayette people down upon his neck. Clifton and Hugh Stephens agree on this. The story goes that Summers inserted an advertisement in a Milwaukee paper, offering

good wages for a young woman who would be a companion to his sick wife.

"I remember when the girl landed in Fayette on a Goodrich line boat," Stephens recalled. "She went to the hotel and inquired how she could get out to Summers' place, about 1-1/2 miles away. She told them she was obtaining employment as a companion for Summers' sick wife." The town buzzed for awhile with this, for Summers had no wife, sick or well. It was not until later that indignation reached its climax.

"Antone Beneshek was the engineer on the train, and Louis Follo was the fireman," said Clifton. They were heading south out of Fayette when they saw something crawling in the ditch. At first they thought it was an animal, and then they saw it was a woman. It was the girl from Summers' place.

Beneshek put the engine in reverse and with the girl aboard the train they backed all the way into town. The girl was taken to the Shelton House. She was sick and abused and had been kept virtually a prisoner until her escape. Beneshek left orders that she was to take the first boat back to Milwaukee. Talk went quickly up and down the line that Summers' girl was at the hotel. With an arrogance that alarmed the good people of Fayette, Summers quickly drove into town in his buckboard, hauled the girl out of her room and took her back to the "Hole in the Ground."

"It was just a few at first, then more and more, until the crowd numbered about 500 men, or so it seemed," Joe Clifton as a boy remembers it. Some of the men had rifles.

The men started moving from the hotel up the road toward Cedar Avenue and around the bluff, south toward Summers' place. When they had gone, there were only the men left who kept the fires going in the Jackson Iron Company furnaces. It was about seven o'clock in the evening. The sun setting over Big Bay de Nocquet touched the determined faces of the men, and glinted on the steel of their rifle barrels.

A little way south of town they met a boy who told them that Summers was at "Pig Iron Fred" Hink's saloon north of Fayette. They headed for Hink's. But Summers and a couple of his gang had been there and gone after beating up Hink and leaving his place in shambles. There Hink told them that Summers and his gang had gone back to the "Hole in the Ground." The sun was gone, the men marched through the night, intent on the job ahead of them.

At the clearing on the shore near Summers' place they spread out to surround the building. The door was forced open and Summers was caught before he could get back of the bar where he kept a couple of Winchester rifles and some revolvers. Upstairs in the house the girls began screaming. Then men dragged Summers out kicking and mauling him. He dropped to the ground, apparently dead, for young Hugh Stephens protested the abusing of a dead man

"There must have been several of Summers' gang killed," said Joe Clifton. "You couldn't say for sure but there was some shooting."

The Fayette men talked of a treasure that Summers was

supposed to have. They went upstairs and ramsacked the place, finding about \$2,000 in gold and silver and bills in "Fatty's" room. Half of this they gave to the girl from Milwaukee, and the remainder was distributed among the four or five other girls in the place with orders to get out of town. The "Hole in the Ground" saloon was set afire and burned to the ground.

What happened to Summers? The stories vary here. Some say he died that night and was buried in a shallow grave on the shore. Others declare that Summers lived, was carried off by a couple of his henchmen, and later operated a brothel in Iron Mountain. Joe Clifton says he heard that Summers went to Manistique and that he was killed there in a brawl by a man named LaBelle.

The notorious McQuade was killed by a man named McNaughton, who was later hanged for a crime he committed in Wisconsin, Clifton heard. And Bellanguette? There is a mystery. He was never heard of again, although there are still stories of his buried "treasure." "If Bellanguette left a buried treasure, his wife never knew where it was," said Clifton. "She lived and died in poverty. Many people dug and dug, yet the treasure was never found."⁶

Horses Had New Shoes

Mr. John P. Jubb of Fayette once invented a new and valuable improvement on horse-shoes. It consisted of two mortises about one inch long, one-half inch wide, and three-

eighths of an inch deep on top and near the heel of the shoe. Into each of these boxes was inserted a fillet of iron underlaid with rubber. The object was to keep the shoe always firm and close to the foot and to prevent the loss of motion that there always was to a shoe after it became loose. It was claimed that it would prevent corns and even cure them after they were formed. The spring in the rubber would also counteract the bad effects of constant travel on a hard road. Other advantages were also claimed for it by the inventor. Mr. Jobb applied for a patent. It is not known if he was successful in receiving a patent for his invention.⁷

A Change of Hands

It is said that the Jackson Company bought the site of Fayette, at least in part, from Hiram G. D. Squires. About 1892, after the furnace closed, John DeVet, who had been employed by the Jackson Iron Company, moved his family from their home near the Catholic church down into the location and became the overseer for all of the company's property there. The DeVets opened a small general store in the building which had been the drug store. A thriving business was developed, one which was a real benefit to the community. Fayette became a shipping point for most of the hay and grain which was offered for sale locally. DeVet died in 1907, two years after the Jackson Iron Company sold out to the Cleveland Cliffs Iron Company. Mrs. DeVet continued to carry on the store for a few years. The Cleveland Cliffs Iron Company had acquired

the Jackson holding in the Upper Peninsula about 1905, and the Fayette townsite and adjacent land were included in the deal.

Andrew Peterson, formerly of Big Summer Island and late of Sac Bay, moved to Fayette about 1900. He furnished the hotel and kept it open for several years. After the death of DeVet he was in charge of the company property for some years. He was succeeded in the hotel by Charles Arnold, who maintained it from about 1912 to 1914. Also after the death of DeVet, the Anderson brothers of Washington Island rented the big store (burned 1923) and entered into business. They were followed by a Mr. Nygaard (1914) of Escanaba. These enterprises did not run for long periods.⁸

In 1916 the "dead" village was sold for less than \$10,000 to Fred Van Remortel and his brother-in-law Frank S. Dhooge. The property, which consisted of several hundred acres of land, a hotel, store, public hall, dwelling houses, docks and the furnace ruins, was valued at more than \$300,000 when Fayette was in its glory.⁹ After several years, Fred Van Remortel became the sole owner of Fayette.

Fred Van Remortel was born in Belgium in 1876. Coming to the United States from Belgium at the age of seventeen, Van Remortel first lived at DePere, where he was employed in farming and woods work. Following a course in the Green Bay Business College, he worked as a solicitor for a brewing company there. Mr. and Mrs. Fred Van Remortel were married in Ashland in 1906.¹⁰ Mrs. Van Remortel, the former Nettie

Dhooge, was born in Fayette, November 14, 1881, a daughter of the late Mr. and Mrs. Charles Dhooge. Her father at that time was working as an iron smelter for the Jackson Iron Company. The family moved to DePere in 1885, and settled on a farm, and later went to Ashland.¹¹

For twenty-eight of his nearly forty years as a resident and unofficial "mayor" of Fayette, Fred Van Remortel served as postmaster of the community. He retired from the position March 1, 1946. He died July 16, 1957.

In 1946, Miss Gladys Edwards, a Detroit businesswoman, purchased the one hundred-acre Fayette harbor from Fred Van Remortel with the intention of developing a modern summer resort there. The area had been recommended to the state for acquisition as a state park, and was seriously considered by the conservation department following inspection of the site by state park officials the preceding summer. The state then said, however, that it did not have enough funds for the purchase.¹²

In 1956 the auction of Fayette and other Northern Michigan properties owned by Gladys Edwards of Detroit was scheduled to be held September 11, at Escanaba, to satisfy the government's income tax claim of \$171,307.03 against the owner. The auction was, however, abandoned until further notice. Representative Knox said he was informed by the Department of Conservation that it rated Fayette high on its priority list for state park acquisition, and that it would be recommended to the Legislature in January 1957 that

funds be appropriated for the purchase.¹³

In 1959 the Michigan Department of Conservation acquired the property which is now Fayette State Park to preserve for the people of Michigan this portion of their heritage. Fayette is also a beautiful memento of part of the Upper Peninsula's past.¹⁴

A Postal Thief

When Postmaster Fred Van Remortel opened the Fayette post office one Tuesday morning, he found that it had been robbed during the night. The total loss was \$271.10, including \$240 in cash and three money orders taken from the safe.

Sheriff William E. Miron, who was called to investigate, said that the post office was entered by prying open a window, making a small opening which would enable a very small person to crawl through. Indications were that the window had been jimmied with considerable difficulty, as it was nailed and fastened with a catch. The door was then opened from the inside to admit the second person believed to have been involved in the robbery.

The safe was opened, and closed up again, after the cash and three money orders were removed. The orders had been cashed by Mr. Van Remortel, and were to be forwarded to Marquette in order to be credited to the Fayette post office. The amounts of the orders were \$15, \$12, and \$4.10. No stamps were taken.¹⁵

Later, after arranging a clandestine meeting with the

state police to give himself up, Otis Smith of Fayette, aged seventeen, cleared up the mystery of the Fayette post office robbery by making a full written confession to Sheriff William E. Miron. The boy was to be turned over to the postal inspector for further action.

According to Smith's story as reported by Sheriff Miron, the youth was reading an adventure story magazine in bed about 8:30 on the evening of the burglary when he was taken with the idea of robbing the Fayette post office, which was only a short distance from the home of his parents. He stole out of the house, secured a tire iron from his father's automobile, and pried open a small window in the post office building. Once inside, the safe opened readily after a half-turn of the dial, and Smith took out a tin box of currency and concealed money orders and closed the safe again.

He disposed of the tin box in a hole, hid a quantity of pennies under a stone, and secreted the rest of the money, which he said was about \$180, under the mattress of his bed. During the succeeding months the money was spent, with Smith giving most of it to his mother under various pretexts.

No definite solution of the robbery was reached until the boy wrote the state police and told them to come and get him, instructing them to turn off the lights of their car and then flash them on three times as a signal, after which he would come out of the house and give himself up. The state police did as directed, but Smith could not get dressed in time and the officers came to the door without

giving him time to slip away from his family. Telling his story to the troopers, the boy said that he burned the paper money and threw the rest in Fayette harbor. His final confession was made to Sheriff Miron.¹⁶

Fayette State Park

With the 1959 acquisition by the State of Michigan of the property which is now Fayette State Park, the question became, "Now that we've got it, what do we do with it?"

The property acquired consisted of 171 acres of land, twenty-six of which were located on a small peninsula surrounding Snail Shell Harbor on which the furnace complex and residential and commercial buildings were located.

A study committee formulated a master plan in which the central theme was preservation of the "ghost town" atmosphere. This approach permitted the preservation of what was left as well as the restoration of only what was necessary to portray a working model of the town during its peak years.¹⁷

Since Fayette became a State Park in 1959, repair, preservation and restoration work has been continuous in an effort to stem further depreciation and deterioration and to return at least some of the buildings and structures to their original appearance. At the townsite, a self-guiding tour is available.¹⁸

An administration building for the park was constructed on the hill above and back of the old townsite. The park offices, shops, garage and workshop for the historian are located in this building.¹⁹

In January of 1969 the Michigan Natural Resources Commission in Lansing authorized the purchase of sixty-six acres of land at the northeastern boundary of Fayette State Park, increasing the park area from 171 to 237 acres. The purchase, from Robert Watchorn of Fayette, was approved at a price of \$6,500.²⁰

In 1971 the members of the Michigan Natural Resources Commission approved the purchase of 120 acres contiguous to Fayette State Park from the Cleveland Cliffs Iron Company for \$7,600. The three forties are in a row along the east boundary of the park.

Purchase of a small fraction of an acre from Lawrence St. Ours of Fayette for \$350 was also approved. The parcel is a triangular piece - a "survey accident" - adjacent to the state park land but isolated by a county road from the owner's farm.

The acquisition increased Fayette State Park acreage from approximately 235 acres to about 355 acres. The Cleveland Cliffs tract contained the desired location on which a park manager residence was built along the southerly side of County Road 483; also a wooded area where the development of nature trails will be undertaken in the future.²¹

As part of the program to make Fayette a "living" example to visitors, and to make the park recreational facilities more convenient, a new entrance roadway has been completed by the Martin Construction Company of Mackinaw City.²² The company was the lowest (\$76,985.00) of three bidders on

the project. Funds for the development were provided by the legislature.

The work included the construction of a new entrance roadway leading to the park administration building and the parking lot on the bluff above the old townsite. County road 483 through the park is now closed, and through traffic is diverted over relocated 483 (the cut-off road) back of the park. The relocation was approved by the Delta County Road Commission.

The developments tied in with plans for the construction of a visitor center, which was to be located overlooking the town, the charcoal smelters and kilns, and the blue waters of Big Bay de Nocquet. The center was to be financed from the Michigan recreation bond fund.²³

From this visitor center, - an "avenue of entrance," - there was to be provided a suitable approach to the old town which previously had been lacking. The entrance road begins on top of the high bluff overlooking Fayette harbor, continues to the site of the proposed visitor center, to the parking lot and thence to the camp grounds.²⁴

Development of the visitor center was scheduled to begin in the spring of 1972 and to be completed by October. Named to construct the facility under the supervision of the Department of Natural Resources engineers was Lowell Olson of Manistique.²⁵

However, because of delays in construction, the center was not completed until the spring of 1974. On June 29, 1974 the Fayette State Park Visitor Center was dedicated before a

crowd of about one hundred-fifty people. It is the first facility at a Michigan state park to be used exclusively for interpreting local history. The center includes a scale model of the iron smelting town as it appeared during Fayette's peak years.²⁶

Cleveland Cliffs turned over company records and resource material to help in the historical interpretation of the park and provided the necessary funds to construct the model of the townsite located in the center.²⁷

At this time the park is basically concerned with maintaining its present facilities. Restoration of some building interiors is being planned for the future.

Chapter XII

SAC BAY

The silence of the ages seem to have been broken on the Garden Peninsula by white settlers around the mid to late 1840's and the early 1850's when fishermen, many of them from Washington and other nearby islands, were exploring for new and more fertile fishing grounds. The other exceptions were the French missionaries and explorers who traveled down the peninsula and then followed the islands to Green Bay.

It is not absolutely certain how Sac (Sack) Bay received its name. There are two versions. Many believe that Sack Bay is so called from its resemblance in shape of a sack, thus Sack Bay. Others say that the spot was named after the Sac Indians, some of whom lived there many years ago. They are believed to have been wiped out in an Indian war, most of which took place on the waters, with other tribes.

The bay was a point of entrance and for many years was the site of a thriving settlement, where ancestors of many of the people here at the present time spent a happy and busy existence. At this early date the peninsula was called Point De Tour because the wind broke on the point now known by that name. Fishermen still take their storm warnings from this same location. The Stonington Peninsula was then known as Point Peninsula.

Early Settlers

Numbered among the early settlers were Aaron and Jabez Olmsted; William Olmsted, grandfather of Charles Olmsted; Edward Ansell; William Shipman, who later named a boat, The Sarah Shipman for his daughter; Philemon Thompson, who later took up residence at the mouth of the Garden Creek; Stephen and Samuel Elliott, the latter figuring prominently in the development of the district; Henry Hazen; Eli Hazen, father of Mrs. William Winor, Sr.; Theodore Hazen, grandfather of Fred and Archie Hazen of Sylvan Dell; Richard J. Champ, who came from Dorchester, England, when his daughter Mrs. Walter Collins of Fairport was fourteen months old and who, it has been said, became the first settler at Fairport, on the property where Casey's house now stands; George Gray; David Wiltsey; John A. Holden, fisherman - schoolmaster; George Sensiba, fish buyer, who was the first settler at Wiltsey Point; and Hiram G. D. Squires, who owned the site of what is now Fayette Harbor and which was later sold to the Jackson Iron Company. His son Hiram later became a teacher, postmaster, lawyer, and justice of the peace of Garden.

From the dense forest in the background these men hewed logs with which to make their cabins or homes. They chopped others to replenish the huge fireplaces, one of which was placed in each home. Champ brought the first cow and the first kerosene lamp to the mainland; others burned fish oil. Settlers voyaged every fall to Green Bay to purchase supplies.

The first trading vessel was called The Fish Hawk.

First Store

A store was opened at Sac Bay in the early 1850's by Frank S. Wilson and Charles Schulton. In 1863, Wilson sold his share of the store and docks to his brother-in-law, Donald A. Wells, while Schulton sold his holdings to Wells the next year. Wells maintained the store until his death in 1896. Here was a busy trading post for the Indians who came over from Indian Town across the Bay to exchange their hides, furs, and fish for nets and supplies which came from Chicago on schooners. A large general stock was kept and business was transacted in a big way. It is said that \$10,000 worth of fish was carried through one winter. Wells was a student under James A. Garfield, who was a tutor at Hiram College, Ohio, before he became President of the United States.

Schools were maintained in the late fifties, but may have been supported by subscription, since the first record of school taxes was in 1862 and of road taxes in 1864, which is the first firm evidence that the machinery of township government was functioning. Whether taxes were paid prior to this is not known.

Day of the Schooner

Work in cedar commenced in the early sixties. Cargos of posts, ties and telegraph poles up to sixty-five feet in length were shipped to Chicago and Cleveland. During some

spring and summer seasons as many as three cargoes a week went out from around the shores. In 1873 the three masted schooner, E. P. Royce, built by Samuel Elliott, was launched from Sac Bay. She was designed for carrying telegraph poles, and took three years to build; the oak used was obtained from Green Bay. Other boats built in the vicinity were the D. A. Wells, the P. Thompson and the Sarah Shipman. Darius Hazen, son of Eli, worked on the D. A. Wells, which was named after the postmaster, as did also William Winter who had arrived in this locality in 1865. The latter took the boat to Escanaba where a telegram was sent to Marquette to get an inspector to come and enroll her. These boats handled freight or fish.

The schooner Merchant, owned and sailed by Captain William Olmsted, visited the hamlets along the shores, bringing stocks of goods from Chicago to trade during the seventies. Others on the boat were the captain's brothers, Fred and Joseph (the latter the cook) and William Winter, who was mate for three summers.

When death came to the settlement, coffins were made of good seasoned lumber by one of the carpenters, usually one of the Hazen family, then varnished. Women worked on the lining. In the absence of a minister, funeral services were held in the home or schoolhouse with the Methodist Episcopal Service for the Burial of the Dead being read by Samuel Elliott, and the songs for the occasion chosen from the gospel hymnbook.

In the eighties Captain Bundy of the gospel ship, Glad

Tidings, made the shore villages regularly during the summer season. With him came his family and crew. They carried a small melodeon, a prized possession before the days of the reed organ. There was always a good sized congregation. A glass-enclosed model of the Glad Tidings marks the grave of this missionary in Rosehill Cemetery in Chicago.

Several small sawmills were set up at different places. Among these were South River, Fayette and Sac Bay. The mill at the latter place was owned by Samuel Elliott. It was for sawing posts and had a capacity of 10,000 feet per day. This burned down in 1920. At one time hardwood cut from the Elliott holdings was shipped by boat to Chicago for fuel.

Those who went to the Civil War from this early settlement were John A. Holden, Abraham Brown, Stephen Elliott, Jacob Carow, Jonathan Trueblood, Bernhard LaQuea, and Hiram G. Squires. The quota of men required from here was considered large for the population. Several paid the stipulated sum to provide substitutes.¹

Earliest School

In 1934 a movement was started in Escanaba to learn where the first public schoolhouse in Delta County was built. John Nelson of Ensign was still living at that time, and he made an affidavit setting forth that when he came to Sac Bay in September 1865, the log walls for a school building were being built on the south side of Lot #1 Sect. 30-38-19 W. The same building still stands on that section. He and his

brother helped to complete the building, and it was used immediately as a school. He also stated that an earlier school had been maintained by John A. Holden in a building which stood south of the Donald Wells store. Nelson's statements of an earlier school were substantiated by an entry in the store account book of Samuel Elliott of 1861: "Light of glass for the schoolhouse, 10 x 12 - Holden." Listed also were school books which were sold to different families. As yet no proof of an earlier school building in the county has been brought forth.² Burnt Bluff also had a school, which was located on the north side of the east-west road that goes by the Gary Lang farm. The school was on the east end of this road. It is believed Alvina Le Marbe was a teacher here.³

Chapter XIII

FAIRPORT

In 1855 the Richard Champ family became the first known white family to settle in Fairport in what is now Fairbanks Township.

Fairport, a small fishing village near the tip of the Garden Peninsula, was settled in the early 1880's when a few fishing families moved there from St. Martin Island. Nathan and George Saunders had already established a large fishery on the site once occupied by Frank DeVet. Saunders had named the spot Fairport, in honor of his wife, whose maiden name was Fairburn.

The fishery was at first operated on a large scale. A large freezer was built and also a sturgeon pen, where these big fish could be confined until there was a favorable market for them. At times frozen sturgeon were piled on the shore like cordwood; now it is news when even a small one is caught. The large hauls of whitefish were salted, and two sailing vessels were kept busy carrying them to Chicago.

Several St. Martin fishermen moved to Fairport where Captain John Coffey developed a large fishing location which he later sold to Hansen and Jensen of Escanaba. This later became the possession of the A. D. Shawl Company of Cheboygan.

For many years, the names DeVet, Gierke, Casey and Chaffee were families in Fairport fishing circles.¹

Chapter XIV

VAN'S HARBOR

The first white settler at Van's Harbor is believed to have been Father DuCroix, a French missionary, who was responsible for giving it the name the "Priest's Place." Nothing seems to be known about this man.¹

Lewis Van Winkle, who was in partnership with Charles Montague, purchased the property now known as Van's Harbor on Garden Bay — from Antoine Deloria, it is said. About 1880 or 1881 he built a large sawmill which ran both day and night shifts for many years. The village of Van's Harbor was well laid out, with mills and business places following the shore and dwelling places nestled on the wooded slope in the background. A good number of the Garden people found employment in the mill and on the water front. The mill and lumberyards employed about one hundred men, while no less than three hundred lumberjacks were superintended by the walking bosses, George Van Winkle, William Shea and Alex Mellon.² An article in the Escanaba - Calumet, dated February 19, 1889, states: "Van Winkle and Montague own 35,000 acres of land in the vicinity of Van Winkle station. They contemplate building an extensive sawmill at that place for cutting long timber and special bills, and a complete modern planing mill, so that they can ship their manufactured product both by rail

and water to east and west, and to this end a ten-mile switch from Van Winkle to Van's Harbor has been put in. At Van's Harbor, Van Winkle and Montague employ upwards of 300 men in operating their mill and the same number are employed in the winter operations."³

Lewis Van Winkle built a home, large general store, office building, dock, two warehouses, and about fifty homes, which he rented to his employees. The general store, office building, and parts of the old docks (pilings) still stand. There were also boarding houses, saloons, a dance hall, school, and a post office at the harbor.⁴ The Van's Harbor post office was established on March 12, 1890 and was discontinued on March 31, 1914. The postmasters were: Lewis Van Winkle 1890 - 1906, Edward L. Neman 1906 - 1909, John Olson 1909 - 1912, and Edward W. Hews 1912 - 1914.⁵

Although nine miles south of Garden, at Fayette, the Jackson Iron Company had employed hundreds of men for the smelting of iron in furnaces, at this time lumbering was almost the only occupation in the neighborhood.⁶ Van Winkle and Montague logged on Big and Little Fishdam Rivers and had several dams on the Big Fishdam. They also bought logs on the shores of Big Bay and rafted them in to the mill with their tug, which was said to have been a side-wheel boat.

The side-wheel tug owned by Van Winkle and Montague was named Sir Luke. It was beached during a storm. After this the two men bought a screw propeller tug named J. Bonner with which to tow their logs from the Fishdam rivers to Van's

Harbor.⁷ The mill was sold in 1897 to the Collins Lumber Company. In 1906 the Van's Harbor Land and Lumber Company took it over.

In the May 4, 1907 edition of the Iron Port it said that the Van's Harbor Land and Lumber Company had made extensive improvements in the mill, having practically remodelled the interior. It was claimed that it was the most up-to-date in its arrangements of any mill on the shores of the bays.⁸

After having experienced a brief breakdown in November 1907,⁹ the big sawmill of the Van's Harbor Land and Lumber Company at Van's Harbor, Delta County, Michigan was destroyed by fire on April 17, 1909. It was reported that the loss was about \$55,000. The mill had been insured for \$35,000. During the previous winter the regular repairs that were necessary to a sawmill were completed, and everything was in readiness to start the season's sawing. Many of the men who had been working in the woods were in the village, ready to resume their employment at the mill, and people of the little settlement were looking forward to a happy and prosperous season. How the fire originated will probably remain a mystery. At the time the watchman made his rounds everything about the mill and yard was in its usual state of quiet. But within ten minutes after the fire started the whole plant was a mass of flames. The inhabitants turned out to help, but the fire was too much for them to combat, and within a very short time the whole structure was in ruins. The mill at Van's Harbor was one of the oldest in the county. It had

been well equipped and greatly improved by the Van's Harbor Land and Lumber Company then owning it.

Yet, so immediate was their recovery from the disaster that the proprietors broke all regional records for mill construction and by June 19 had a new and larger structure completed. The machinery was operating in August 1909. The capacity of the new mill was 140,000 feet per day. It was equipped with a single 14-inch band and resaw and manufactured lath, shingles and ties. In 1909 the Van's Harbor Land and Lumber Company was in possession of 40,000 acres of land, much of which was in standing timber. It was estimated at the time that the company had timber enough left for ten years of work.

But, as valuable as that timber was, it was not their greatest asset. Eleven thousand acres of improved lands were yielding or were being prepared to yield the immense crops which that territory had proved it was possible to raise. One hundred acres of land were occupied by an apple orchard which yielded thousands of bushels of apples. Cherries were also abundantly grown and were in great demand throughout the season. Experiments had also proven that the district was especially fitted for the raising of seed peas.

In 1909 the officers of the Van's Harbor Land and Lumber Company were as follows: Perley Lowe, president; John D. Ross, vice president; Jacob Mortenson, treasurer; C. C. Collins, secretary and manager. Under their management it has been said the company had grown tremendously and was ranked among

the strongest in not only Delta County but the entire Upper Peninsula.¹⁰

Very little now remains to show that this was once a busy village. Scarcely any of the original houses remain, for they have been purchased and hauled away. Even the school was taken over the ice to Fairport where it has served for many years as the Grange Hall.

The burner, which was a land mark, was removed in the summer of 1924. It was thought that it would be the work of but a few hours to blow it up with a couple of dynamite charges, but the second day was drawing to a close when the huge steel structure finally toppled over and rebounded several times before collapsing, as if reluctant to give up the ghost. Many people looked on with a feeling of sadness as to the loss of what seemed like a friend, for it had stood for many years as a monument to what had transpired in the past.

In the early days three boats of the Hart Line, the Hariette, the Eugene, and the Fanny brought supplies from Chicago every two or three weeks to Van's Harbor. Housewives ordered furniture which was delivered on the boats' return trips. Clothing was also displayed on these boats.

Among the boats which made the round trip from Van's Harbor to Escanaba in the early 1900's, during the navigation season after the furnace was closed, were Captain John Coffey's tug Anabel, and steamers Welcome, Duluth, City of New Baltimore, Saugatuck, and later, the Maywood with Captain Charles McCauley. Some of them would leave the Van's Harbor dock at about six

o'clock in the morning, stop at Nahma, Fayette, Stonington, and Escanaba, and then return to Garden by evening. A bus owned by Edward Bureau would meet the passengers at the pier.

The LaFollette Seaman's Act which went into effect in 1915 required that a double crew be carried on a run such as that between Van's Harbor and Escanaba. Because the business available did not warrant such an expense, probably, the route was abandoned.

Both Garden and Van's Harbor boasted a brass band in which some of the musicians were Fritz Leumberg, Aristide Thibault, Andrew Cooper, Robert Hall, and Wesley Gray.

Until about 1955 commercial fishing served as the main means of employment to the people of Van's Harbor and the surrounding area. Today this beautiful bay and the circumjacent woodland not only serves as a sportsman's paradise for hunters and fishermen, but also for tourists.¹¹

Chapter XV

THE VAN'S HARBOR & GARDEN BAY RAILROADS

The Van Winkle sawmill was sold in 1897 to the Collins Lumber Company. In 1906 the Van's Harbor Land and Lumber Company, successors to the mill, started building a railroad to Cooks to connect with the Soo Line Track.¹ The following are a few newspaper items on the progress of the railroad.

Iron Port April 27, 1907: Garden is certainly going to have railway communications with the outside world in the near future. The surveyors have been at work for the past two weeks on the line between this village and Cooks Mills where it will connect with the Soo Line.²

Iron Port October 26, 1907: At last we are assured of having a railroad between Garden and Cooks Mills. An interview with Supt. Knox of the Van's Harbor Land and Lumber Company, elicits the fact that the company already have a large force of men at work on the right-of-way, and cutting ties, etc., ready to push things as fast as possible at the opening of spring. This will be of incalculable benefit to the farmers on this side of the bay, giving them something they have always felt the need of; an outlet to a market for their produce.³

Iron Port November 30, 1907: Work on the Soo Line R. R. extension from Cooks Mills to Garden is being rapidly pushed forward. I learn that the right-of-way will be completely

cleared in a few days. Gangs of workmen are already engaged at several points in grading and laying ties. Garden will certainly have communications by rail with the rest of the world, before the close of navigation next season. This will give our farmers what they have always stood in great need of, a market for their produce. A sixteen-mile ride by stage line before daylight to Cooks to catch the morning train, will also be among the things of the past. For which let us be duly thankful.⁴

Escanaba Weekly Journal October 30, 1908: The Van's Harbor Land and Lumber Company are making good headway with their railroad. They are well on with their grading and have started to lay steel. We all wish them the greatest possible success in their enterprise.⁵

The first train to run on this road was in 1908 and the engine used was a Limy Wood Burner. The train was in the charge of A. Makcolm as engineer and James Ward as fireman. Ward later became engineer.⁶

The line was called the Van's Harbor & Northern Railroad. Its first operation was in Garden Township as a forest facility only and not as a common carrier.

The lumber company, acting through certain of its stockholders, applied for and obtained from the Township of Garden, an organized township in the County of Delta, a franchise to construct a railroad with all necessary side tracks, switches and terminals, on, across, or alongside of public highways, streets, alleys, and public places of Garden Township, and for

a period of thirty years to maintain and operate the same, employing, in the movement of cars or trains thereon, steam engines, gas engines, electricity, or other motive power.

After the franchise was obtained, the logging road was, in 1909, further extended in Garden Township and over a portion of the Township of Inwood, Schoolcraft County, to a junction with the Soo Line Railroad at Cook's Mill, making the road a total of 13.70 miles long.

Following the extension of the road to Cook's Mill, the lumber company continued its operation for some years, but the time came when, finding itself without a timber supply sufficient to warrant further operations of the sawmill, it wound up its operations and offered the railroad property for sale.

In February or March of 1914, Charles F. Ewald, who at the time was cashier of the bank at Garden, procured an option for the purchase of the railroad property at \$35,000.00. He was given possession, with the right to operate, upon paying a stipulated rental, until the option was accepted or surrendered. After operating alone for a short time, he formed a partnership with James C. Wood, Harry P. Bourke, and A. F. Begole. As the Garden Bay Railway, the partnership to which the option was transferred continued the operation as a common carrier until May, 1915, when it purchased the railroad property. The lumber company took a mortgage on all the property of the partnership, which it later assigned to Wilbert W. Gasser. The partnership continued the operation of the road until

October 27, 1915, when the Garden Bay Railway Company was organized and incorporated under state law on February 2, 1916.

The officers of the corporation were: president, Harry P. Bourke of Escanaba; vice president, James C. Wood of Manistique; secretary, Jackson Stephenson of Gladstone; treasurer, Wilbert W. Gasser of Gladstone; manager, A. F. Begole of Garden.

During the time the road was operated by the partners, the only rolling stock consisted of one flat car, one gasoline track repair car and five hand cars. Other equipment used on the railroad included a steam locomotive and a combination passenger and baggage car rented from the Soo Line. For the transportation of forest products and freight generally, of which there was considerable, Soo Line cars were brought in. After its organization, operation of the road continued without addition to its rolling stock.

Two round trips for passengers were made daily except Sunday between Van's Harbor and Cook's Mill, connecting at Cook's Mill with Soo Line passenger trains 86 and 87.⁷

In June of 1916, Raymond Foster of Garden, employed as a fireman for the Garden Bay Railroad, received injuries while at work that resulted in his death.

Foster was engaged in switching at Camp 51, between Garden and Cooks, when in setting out a car on the side-track, he stumbled and the front truck of the locomotive passed over his body. The accident was witnessed by other

members of the train crew who were horrified when they saw the young man fall and realized that the engine could not be stopped in time to save his life.

Foster was twenty-two years of age and was the son of Mr. and Mrs. William Foster, of Garden. The father of the unfortunate young man was the engineer at the throttle of the locomotive which crushed out the life of the lad, and the parent was nearly crazed with grief.⁸ Although reported to have been entirely blameless for the accident, some say that William Foster had been drinking quite heavily.⁹

The young man had left his post as fireman to assist with the switching. The last Foster saw of his son before he was found lying under the wheels of the locomotive was a moment before the accident when the boy signaled to slow down while he cut off a car. The signal was followed, and exactly how young Foster fell on the track will never be known. He was still conscious when found after the front truck of the locomotive had crushed his body at the waist. He talked with the members of the train crew and calmly shook his father's hand as he begged him to urge his mother not to take his death too hard.

It was nearly ten minutes before the mangled body could be recovered from under the engine and a race against death was begun as the engine raced toward Garden. Death came before the village was reached.¹⁰

About June 15, 1917, the company petitioned the railway comission of Michigan for leave to cease its activities

and to take up and dispose of the material in the roadbed because the operation was not profitable.

Factors contributing to the financial difficulties of the road were a marked increase in the cost of operation and maintenance due to increases in wages of employees and in costs of necessary materials, such as fuel, and to a steady decrease in receipts from freight and passengers. The decrease in receipts was attributable to increased use of automobiles for travel; to stock raising by farmers, which resulted in less hay and other farm produce being shipped; to transportation competition by a boat line from Garden Bay and nearby points; and to a highway built between the Garden peninsula and Cooks.

The Michigan railway commission entered its order denying the petition, not, as it would appear, on the merits, but on the ground that the application should have been addressed to the courts and not to the commission. This was on the advice of the attorney general, who, it turned out, supposed the railway company to have received a bonus for construction, which it had not. Soon after receiving notice of the denial of its petition, the company ceased operation of the road because of inability to obtain financial assistance. Foreclosure proceedings, under the mortgage, were instituted and liquidation followed:¹¹

GARDEN BAY RAILROAD CASE IS AFFIRMED:
Supreme Court Renders Decision In Important Case - May Sell Railroad To Satisfy Mortgage. A Lansing dispatch says: "The principle that a railroad company organized under the laws of this state has no right, without approval by the state, to dismantle its system is recognized in the decision

returned by the supreme court in the case of Wilbert W. Gasser vs. The Garden Bay Railway company, which was appealed from the Delta County circuit court." In this case a mortgage was given while the road was opened by a private company. After execution of the mortgage the road was taken over by a company organized under the laws of Michigan.

The decision is important at this time because the attorney general's department is interested in litigation to prevent dismantling of the Michigan East & West railroad, owners of which seek to sell it for junk.

The text of the decision has not yet reached Escanaba, but The Journal is informed that it affirms the decision of Judge Flannigan, with certain modifications. The decision is of such importance that The Journal will not attempt long distance guesses at what it says.

- The Escanaba Journal, April 11, 1919

GARDEN BAY RAILROAD SOLD BY RECEIVER:

Entire Property Brought About \$44,000; Claims Against Company Aggregated Nearly \$40,000. The Garden Bay Railroad, together with real estate, docks, etc., were sold at auction on Wednesday by Receiver Wm. Bonifas, at the court house in this city. The holdings of the company were sold in parcel lots, and the total amount realized aggregated nearly \$44,000. The claims against the company aggregated \$39,505.55.

Formal announcement of the sale was made at 10 o'clock at the court house by Receiver Bonifas when some 34 parties, interested in the sale of the railroad, gathered at the court house steps to take an active part.

Waiting the allotted period of time, one hour, in which to receive bids without any action being taken by individuals or concerns to buy the road as a whole, the equipment and land of the company were sold in parcel lots. Sales were made as follows:

Parcel No. 1 was sold to Hyman Michaels company of Chicago for \$40,000. Parcel No. 1 includes all rails and its fastenings. No rolling stock was owned by the company.

Parcel No. 2 was sold to Max Kurz for \$300. This takes in the land known as the right of way.

Parcel No. 3 was purchased by T. Keener for \$500. The third parcel is about 12 acres of land.

Parcel No. 4 was purchased by W. W. Gasser of Gladstone at a consideration of \$3,000.

Wood Enters Objection. Attorney James C. Wood of Manistique, one of the four owners of the railroad, entered objections to the sale of Parcel No. 4 be-

cause the receiver had already sold enough of the property to pay all the claims, and secondly because the Merchants dock was not part of the real estate.

"I came here to attend the sale," said Senator Wood, when interviewed regarding his visit to this city, "because I am one of the four owners, and so naturally I am interested in it. My objection to the sale of the fourth parcel will be either sustained or rejected by the circuit judge. In the meantime we have until July 14 before any action is taken in the matter. So far as I am concerned personally, it is worth considerable more than the \$3,000 which was bid for it, as it includes about 12 acres of land at Garden that ought to bring more at a private sale."

Probably Won't Stem Sale. Although the owners of the road have until July 14 to clean up the indebtedness of the concern, it is unlikely that any action will be taken to stem the sale of the property to the bidders.

- The Escanaba Journal, June 27, 1919

Chapter XVI

CHRISTIANITY ON THE GARDEN PENINSULA

CATHOLICISM

Although virtually uninhabited until the last century, the numerous coves and harbors of its undulating shoreline afforded ample protection to the missionaries and voyagers of New France as they explored the lands and evangelized the people of historic Bay de Nocquet. Indeed local legend singles out Sac Bay, a point below Fayette, as the camp site of Pere Jacques Marquette, the celebrated Jesuit missionary.

In spite of its isolation, however, the narrow expanse jutting forth into the Big Bay de Nocquet had one outstanding asset, its vast tracts of hardwood. In fact, this circumstance led to the region's ultimate development.

In the middle years of the nineteenth century, when American enterprise was beginning to outstrip all world competition, the nation's vital iron industry used wood charcoal in its blast furnaces. Since hardwood furnished the best raw material for the dark carbon, large tracts of such timber were at a premium.

In 1863 or 1864 an exploratory party of the old Jackson Iron Company discovered dense concentration of these wooded areas on the eastern shore of the Big Bay de Nocquet. Delighted at the find, the company quickly purchased 16,000 acres of the

territory surrounding what navigation charts termed "Snail Shell Harbor;" renamed "Fayette" as has been noted.

After the land about the harbor was somewhat cleared, charcoal and limestone kilns were built. Also a great blast furnace was constructed from slabs of limestone cut from the surrounding cliffs. Iron ore mined at the Jackson location in Negaunee was taken to Escanaba by rail on the old Peninsula Road, and then tugged to Fayette on broad scows.

Soon hundreds of Irish, French and Belgian laborers flocked into the area to work the iron plant and its timber holdings. Significantly for the permanent colonization of the thriving location, many of these immigrant workmen brought their families.

This bustling activity across the Bay de Nocquet did not escape the attention of Father Sebastian Duroc, then making an initial attempt to organize a Catholic parish in the growing village of Escanaba. Probably riding on one of the Jackson Company's tugs, the French priest visited Fayette around 1865. He may also have ridden a horse down into the peninsula to reach Fayette. Finding a goodly number of Catholics at Fayette, Father Duroc made arrangements to offer Mass periodically in one of the company buildings. It is said Father Duroc spent some time here taking a census of the Catholic families.

When the Escanaba pastor returned to France, it is believed in the fall of 1869, the spiritual care of Fayette's Catholics fell upon the Reverend Charles Langer. Again, the

frequent shipment of ore to Fayette offered Father Langer an opportunity to visit this far-flung corner of his vast parish.

At best this arrangement was but a holding action in the development of parish life at Fayette. Happily, however, the influence of the church in these outlying districts of Bay de Nocquet greatly increased when, in the spring of 1875, Father Martin Fox began to give them more systematic attention.

The late Monsignor Fox had been singled out for priestly labor in the Upper Peninsula by Bishop Baraga himself. From his earliest days in the diocese, this zealous Prussian priest exercised his ministry under the most adverse circumstances. When less demanding assignments were offered him in his declining years, Martin Fox, long habituated to the horseback travel and snow-shoe of the frontier, became annoyed by the monotonous routine of settled life. Thus, six years before his death, the saintly missionary requested and received permission to assume the spiritual care of the widely separated settlements on the Bay de Nocquet.

During the first months, he toured the Big Bay de Nocquet peninsula baptizing and blessing marriages. Realizing the deep need for the greater establishment of religion among these people, the priest obtained plans for two churches, one at Fayette and the other at Garden Bay. Indeed, the growth of the village at Fayette plus the goodwill that Father Fox discovered there prompted Bishop Ignatius Mrak

in early 1876 to assign the Reverend H. R. Rousseau as the area's first resident priest.

In a land of plentiful lumber, it was no great problem to obtain building materials. Therefore Father Rousseau quickly marshaled the men of the new parish to construct the first church. Almost simultaneously a second church was constructed in Garden. After the Fayette church was completed, a rather spacious rectory was built at its side. It was indeed a festal day when the old furnace town received its first visit from a bishop, as the most Reverend Ignatius Mrak came to dedicate the pioneer church to the glory of God under the patronage of St. Peter. The Marquette Ordinary was also pleased to find that visible progress was being made in the organization of a parish at Garden Bay to the north. Possibly reflecting the unstable character of Upper Michigan's boom towns, the first pastors of Fayette were largely itinerant missionaries. It was not their purpose to stay long in one place. Thus, we find a quick succession of priests in the early days of St. Peter's Parish.

When the initial pastor, Father Rousseau, was transferred in the last days of 1879, he was succeeded for the next few years by the Reverends Luke Mozina, Edward Jacker, and A. Paganini. At the same time, the remaining Indian tribes in the Bay region were visited periodically by retired Bishop Mrak, Father John Cebul, and others who made their headquarters at Fayette.

In the fall of 1882, St. Peters Parish entered into a

more settled expansion under the Reverend E. P. Bordas, who remained for a period of about four years.

The first church built in Father Rousseau's time had been destroyed by fire in the last days of his pastorate. A second church, however, had taken its place under Father Mozina. This second edifice, which stood until January of 1972, was greatly decorated by Father Bordas. His efforts along those lines were continued by the Reverend Francis Xavier Becker who succeeded him in the fall of 1886.

By this time Fayette had reached the zenith of its growth. Settlements were also expanding in such adjacent districts as Sac Bay, Pointe De Tour, Mud Lake, Puffy Creek, and especially Garden Bay. Present day Manistique and Sturgeon River, or contemporary Nahma, also came under the Fayette jurisdiction. This development greatly increased the responsibility of St. Peter's pastorate. More than this, however, the priest was faced with the lawless devil-may-care spirit of the frontier. Frequently the big and brassy lure of floating gambling places anchored in the harbor spelled ruin to the hardworking but gullible lumberjacks, while farther down the isolated shore, bootleggers with muffled ores dispensed odd mixtures. Indeed, in those early days the town's saloons, one of them quite notorious, offered almost the only social life in the area.

But if there were those who sought only quick fortune and easy living in the territory, there were also those who had come to carve a home out of the wilderness. These honest folk gathered around St. Peter's church as the center of

their living. Soon parish societies were organized to offer the townspeople more suitable diversions.

After Father Anocletus O. Pelisson left Fayette in the fall of 1888, this noble effort to make Christ live in his people was directed for the next decade about the furnace town by the Reverends Tidelis Sutter, P. Girad, M. Weis, and J. A. Sauriol. These last priests, however, witnessed the steady decline of Fayette.

Almost as quickly as it mushroomed, the historic old locality entered its demise. When Father Sauriol left in September of 1891, Fayette became a mission parish of Garden Bay. For a few years in the early 1900's the old parish once more stood as a separate unit under the Reverend M. Genet; but after this the parish house was sold and St. Peter's again became a mission of Garden as it remains to the present day.

With the disappearance of hardwood and the consequent decline of the use of charcoal in the iron industry, many of the laborers went off to find new jobs. Quite a few of the families that had come into the district, however, turned to farming on the partially cleared land. The yet virgin soil was particularly fertile because of its limestone base. Others of the early settlers turned to commercial fishing in the surrounding waters.

Almost proportionate to the decline of Fayette, the settlement of Garden prospered. People had settled at the mouth of the Garden Creek and its adjacent area after 1850. The original buildings lined the creek and were huddled

about the pioneer cabin of Indian Frank. Father Duroc visited the site of Garden in or before 1860, coming by land down into the peninsula. Evidently the missionary was impressed by the future possibilities of the site, for he purchased large tracts of land in the vicinity for the Bishop of Marquette from the Department of Interior during the Presidency of James Buchanan in 1860. True to its promise, the settlement did grow, so that by the time of Father Rousseau's appointment to Fayette in 1876 the original buildings were inclosed in a sizable village.

Assuming the spiritual care of Garden's Catholics, Father Rousseau first offered Mass in the boarding house of Mrs. Ritchie (Richard). But with the increasing number of the congregation, demands were soon heard for a larger place in which to hold divine services. This demand was met in a large room on the second floor of Antoine Deloria's general store.¹ Deloria constructed the building in 1874. At one time it served as a bank and later as Garden's post office. It was torn down through the summer, fall and winter months of 1969 and 1970. It was ninety-six years old.

Philemon Thompson owned much land in the Garden area, including that on which the Catholic church now stands, it has been said. Because the land taxes were not paid over the years, there was allegedly a mortgage on some of this land, and somehow or other, supposedly by paying the taxes, Antoine Deloria claimed it. Then Deloria supposedly donated the land on which to build a church. But Mrs. Charles Gauthier

says that she remembers her parents always saying that the land really belonged to Philemon Thompson. Anyhow, through an arrangement or transaction with Philemon Thompson, Antione Deloria did donate a piece of land on the top of the Garden hill for a church.² Plans for the church had been obtained earlier by Father Fox, and it was built under the supervision of Father H. Rousseau, successor to Father Fox.

When the question arose as to who would construct the church, the parishioners were universal in selecting Napoleon Lemire (1850-1920), who was only twenty-six years old, as carpenter. The opinion was justly formed: "What Lemire puts up never falls down." The building of the sacred edifice progressed, then, under the skilled hands of Lemire helped by the old Cripeau. The first church in Garden was completed in the spring and summer months of 1877. The excellent condition of the church to this day gives proof of its sturdy construction.³

Some of the first trustees of the church were Antoine Deloria, Joseph Boudreau, and George Truckey. The first marriage ceremony preformed there was that of Angeline Foy and Joseph Lemirand on July 3, 1877. The second couple to get married in the church were Virginia Boudreau and Napoleon Lemire. The third pair were Maude Deloria and Edward Lemieux.⁴

By 1882 the congregation at Garden was becoming so large that the priest at Fayette, Father E. P. Bordas, propositioned the villagers that if they would build a rectory in Garden

he would live two weeks out of the month in their midst. The people eagerly accepted, and Lemire undertook the building of a rectory on additional property donated by Antoine Deloria. Father Bordas, the first priest to reside in Garden, then had the church endowed with a steeple and dedicated to St. John the Baptist. This was done by Bishop John Vertin in 1884.⁵ The four tall, straight timbers that supported the unusually high steeple were donated by Joseph Poudreau, Sr. Until this time there had been no steeple.⁶ On the same day, the parish bell was also dedicated in solemn rites. Also on this day three converts to the Faith, Rebecca Thompson, Martha Thompson, and Alice Squires were received into the church.

One of the first church groups to be formed was the Society of Ste. Jean de Baptiste. This group held an annual picnic in the woods behind the area where the Marygrove Retreat House is now located. Members of this society wore bright red caps and red fringed badges.

Later the rectory was replaced by a larger one through the efforts of Father Jodacy and Father Dassylva. A sacristy was later added by Father Zagar. In 1943, under the leadership of Father N. B. McKevitt, the church was completely remodded.⁷ To the dismay of some, much of the ornate woodwork was removed.

Around 1937 the steeple was hit by lightning and split at the top. It did not burn, however. Because the steeple was very high and it was hard to find anyone to paint it, it was made smaller at this time and has so remained.⁸ This

was not the only time the church was hit by lightning.

In 1972 there were plans for the renovation of St. John's in Garden due mainly to recent changes in the "church" during the past few years. This would be the fourth time major renovations have taken place in this historic structure.

The resident priests who followed Father Bordas were the Reverends F. Becker, F. Marceau, A. Pelisson, P. Girard, P. Datin, A. Poulin, J. Henn, J. Cebul, A. Zaggar, M. Jodacy, T. Dassylva, P. Fillion, P. Le Golvan, J. Dufort, G. Moran, V. C. Savageau, N. McKevitt, G. Sanford, W. Pelletier, A. Thompson, Schaefer, R. Bassett, C. Dishaw, Donnelly, J. Callari, and co-pastors Les Perino and Tim Desrochers.⁹ In 1972, Father Tim, as he was called, became the only priest of the parish.

On the top of the "Garden Church Hill," a modern brick structure stands as a monument to mental peace and contemplation.

Marygrove was acquired by the Catholic Church in 1948 as a gift from the late Mrs. Catherine Bonifas, who had given St. John's parish in Garden funds for the erection of a Convent-Parish Hall-Catechetical School building.

From a retreat house of twenty-one rooms and a chapel that seated forty people, Marygrove has grown to the point where, with a recently completed addition at the rear of the building, it not only boasts thrity-eight rooms with a capacity to hold seventy-six persons, but a new chapel.

The dedication of Marygrove took place June 29, 1948, with Bishop Thomas L. Noa and the clergy of the diocese as-

sembled for the ceremony. Women from Garden Cooks, Fayette, and Nahma made the first retreat beginning Friday Night, July 9, 1948.

Marygrove is one of the very few retreat centers in the nation operated by a diocese. Most retreat houses are in the care of religious orders, and Marygrove was one of only six diocesan retreats in the nation.¹⁰

St. Peter's, the fisherman parish of Fayette, at one time held an annual ceremony called the "Blessing of the Fleet." Although the ancient ritual of the Blessing of Boats has probably been enacted in fishing harbors throughout the world for centuries, available records seem to indicate that the formal blessing of a fishing fleet on the Great Lakes was first enacted at Fayette Harbor, Michigan in July of 1949. The ceremony was usually held in late July or early August. The program started with a field Mass at St. Peter's Church, where hundreds stood and knelt on the sunny hillside beside the tall white church before the grotto altar in the churchyard.

In the early afternoon local bands would march from St. Peter's Church down the winding hillside and road leading to the harbor which set the stage for the Blessing of the Fleet ceremonies. Usually there would be many bands, and many beautiful floats. The seminarians opened the ceremony usually by singing "Ave Marie," and the rites that followed were conducted from a fishing vessel by Bishop Noa and the local clergy, with the Queen of the fleet and her court attending in another vessel.

After the memorial service for those men who had lost their life on the waters, a large wreath in their memory was cast upon the water by the Queen. After the service ended, the fishing boat bearing the Bishop began its tour of the harbor with the Bishop blessing the boats individually.

Although this was a solemn and somber occasion in some respects, in others it was not. After the blessing of the boats, the bands played while the people moved among the many booths. Some booths sold various kinds of articles while others held booth-type games. One large booth sold hot-dogs, pop and other refreshments. There were also large tents where dinners were served to the public in picnic style. It was an event looked forward to every year not only by the people of the Upper Peninsula, but by the people of the Lower Peninsula, Wisconsin, and other states, particularly those with water craft both large and small.¹¹ 1964 was the last year in which the Blessing of the Fleet was held at Fayette.

A "Parish Council" for St. Johns and St. Peters was formed in 1971. The first Parish Council meeting was held on Sunday, October 24, 1971 at St. John's Rectory. This was an organizational meeting. Charter members of the newly-elected St. John-St. Peter Parish Council were: Schuyler (Sonny) Bartholomew, Mrs. Norval (Doris) Farley, Gary Lang, Mrs. Alfred (Leona) La Vallee, David (Dave) Pelletier, Mrs. Hector (Bertha) Peterson, Lee Potvin, and Donald (Donnie) Zehren. Upon the election of those to the Parish Council, the

Steering Committee was disbanded.¹²

Early, on the morning of January 17, 1972, someone from the telephone company passing the site of St. Peter's at Fayette, saw only the smoldering ruins of the historic little church. The only remains were the front steps. The cause of the fire is a mystery.¹³ Some believe it was due to faulty functioning of the furnace. On the morning of Sunday the 16th the furnace was not heating properly. St. Peter's burned either late Sunday or early Monday. The fire went unnoticed.

Father Les Perino, who with Father Tim Desrochers was co-pastor of St. Peter's, a mission of St. John the Baptist Church in Garden, said "no one saw the church burning and I didn't know about it until 9:30 Monday morning when someone from the telephone company stopped at the home of one of our parishioners."

The church, a wooden frame building, which seated about eighty-five persons, was fully insured. Fr. Perino said the church served about thirty-five families in the Fayette area.

St. Peter's was built around 1880. The original church, built in 1876, burned in 1879, and a second church caught fire while still in the construction stage.

Sunday Mass has since been held at the Parish Hall in Fayette at the usual 9:30 A. M. time until further plans can be made.¹⁴

The complete destruction of St. Peter the Fisherman Church in Fayette came as a shock to all in the area. It is

hard to realize, even today, that the church building with its long tradition and history is no longer there. With the awareness, however, that a parish is made up of people primarily, members picked up their spirits and joined together in prayer for the wisdom to make good decisions as to the future.

The first insurance report for St. Peter's Church provided an estimate on loss of contents: cloth \$922, metal \$2,039, Mass supplies \$422, statues and furniture \$1,775, miscellaneous \$560; total: \$5,718.00. Pews, carpeting and altars were included in the cost of the building.¹⁵ Later the insurance company informed the Diocese of Marquette that the financial settlement would be in the amount of \$35,900.00. Their findings were that it would cost that amount to build a comparable facility. That amount will be available regardless of whether a new church is built or not.¹⁶ Although the Diocese of Marquette wanted the parishioners of St. Peters Parish to hold off on the building of a new church for a few years, the people of that parish felt very strongly on immediately planning for a new structure and were very dismayed over what they felt were long and unnecessary delays. At this time a new church has not been built.

PROTESTANTISM

Because of a fire which ravaged the home of a church clerk, there are no church records available for the years

previous to the pastorate of Reverend Duncan McKenzie, 1907-1912, for the First Congregational Church of Garden. The facts here recorded are gleaned from the records of the Gladstone Association, which was organized in 1888, the 50th anniversary being held in the Garden Church September 6, 1938.

According to the minutes of the 1888 meeting at Gladstone, the Reverend W. C. Hunter was pastor here and services were being held in the Audience Room on the second floor of the present parsonage. The pastors serving here over the years were the Reverend W. C. Hunter, Herman A. Shearer, George Stillwell, C. F. Calvin Hawley, C. H. Charles Seaver, Thomas Henderson, Duncan McKenzie, Roy Columbus, Harold Heafield, Robert M. Barksdale, Arthur J. Parker, Arthur Swann, Gerald Smith, Serge F. Hummon, Gerald W. Bowen, Dearl W. Abbot, Howard E. Brooks, Stephen Matheny, Neil McShane, Richard Hooker, and Mr. Lowell Fox of the Union Sunday-School. The Reverend Eric Lund came here in June of 1972 and is presently serving the First Congregational Church of Garden.

Short pastorates have been the rule here with the exception of that of Harold Heafield, who served from 1915 until his death in 1934. During this time the field grew into the Larger Parish.

During most of these pastorates the Fayette Church has also been served, a church having been organized there in 1887.¹⁷

According to the late Miss Adele Elliott, the Delta

Congregational Church of Fayette was organized on September 7, 1887, thus making it the oldest Congregational Church in Delta County. Sixteen persons signed the Articles of Association. The closing of the furnace moved most of those away. During the winter of 1898 Mrs. James Watchorn and her aunt, Miss Susan Clifton, secured from the Jackson Iron Company the privilege of using a building on the main road at Sec. 9 for church services. With the help of neighbors, who included the Watson, Follo, Laux, Watchorn, Collinson, Clifton and Kee families, the partitions were taken out and the interior freshly papered. A bell tower was erected and bell mounted; seats were moved in and an organ put in place. Then for the first time in the history of Point Detour a building to be used exclusively as a meeting house was available to the Protestant population. When this property was sold, it became necessary to build a church, and this was done in 1909. According to Miss Adele Elliott, the first church services were held in school houses and private homes. Ministers covered this field first by walking, by horseback, then, as roads opened up by horse and buggy, and by automobile. The earlier preachers went from Sac Bay to Manistique, some of them very regularly. Among the names mentioned are the Reverend Kitwood of Washington Island and the Reverends T. J. MacMurry and H. W. Thompson. Sunday schools were conducted in the various settlements.¹⁸

Old residents place the building of the Garden parsonage in the year 1884 and of the church late in 1890 or soon

thereafter. Before the organization of Protestant churches here, the Gospel was brought from Washington and other islands to Sac Bay, through the peninsula, and on to Manistique by Methodists. Since the organization of the Congregational churches, no other Protestant denomination has functioned here.

The Cooks, Isabella, and Rapid River churches were gradually added to this field to form the Garden Larger Parish, and these five churches constitute the Gladstone Association, the smallest in the State of Michigan. At times Gladstone, Wells, and Nahma have belonged to the association.¹⁹

Later the Gladstone Association was dissolved, and Rapid River and Isabella became the West Delta Parish while Garden, Fayette, and Cooks became the East Delta Parish. They were affiliated with the "United Church of Christ Congregational Church."²⁰

In the early days traveling between the two points and among the flock was a difficult problem. For many years there was only one road through the dense forests of the peninsula. The Reverend W. Roy Columbus, descendant of Issac Columbus, a brother of Christopher, was the first pastor to use a horseless carriage. He had some knowledge of first aid, and this coupled with his faster mode of travel was responsible for the many services he was able to perform all along the line.

The Garden area is a Home Missionary Field, and as

such has received much aid from the State Conference, without which the work could not have gone forward.²¹

1887-1890. This was the period in which the Delta Congregational Church of Fayette was organized. The Reverend Herman Shearer was stationed at Garden and held church services at Fayette. He was also available for baptisms, funerals, and other church rites and activities throughout the district. In August of 1887 meetings were held to organize the church and finally a group of sixteen persons signed the Articles of Association. Of this group only one, Louisa Burton, now Mrs. Paul Lemke, is living here. On September 6, 1887, an election of officers was held in the Shelton House at Fayette, and later the Articles of Association were duly recorded.

Sunday school was conducted at Fayette at the time the church was organized. James Burton was the superintendent, and he was assisted by various teachers—Miss Florence Colman, Miss Daisy McCorquondale, P. R. Legg and a Miss Brown. The Sunday school and church services were held in the hall on the second floor of the building which now houses the post office. Both the church services and Sunday school were discontinued when the furnace closed out.

1890-1894. The Reverend George Stillwell came here in 1892. He was the next minister after the Reverend Shearer and he lived at Garden. He made some visits down through the peninsula, but there were no regular services down here. He came for funerals when called.

1892-1899. In 1892 the Reverend Van Auken and the Reverend William Elliott came to this district and while here organized a Sunday school at Sac Bay with Miss Lucy Elliott as superintendent and Mrs. Ida B. Chaffee as teacher of the primary grades. The school was kept in the public school house and was maintained steadily from 1892 until 1899. Pilgrim quarterlies and cards of the Congregational Sunday school were used, and the Wellspring was the paper for the higher grades.

1895-1900. The Reverend Calvin F. Hawley was the minister at Garden. He came down the peninsula in the spring of 1895. On week nights about every two weeks during the summer months he held services at Sac Bay, at Fairport and sometimes at the Mud Lake school house, or as he spoke of it "in the Watson neighborhood." With his beautiful thoroughbred chestnut horse, "Cassopolis," he and Mrs. Hawley were a familiar sight on area roads as they drove about making calls.

In the winter of 1898 a movement led by Miss Susan Clifton and Mrs. James Watchorn succeeded in securing from the Cleveland Cliffs Iron Company the privilege of fitting up a building near the main road at Section Nine for a meeting house. With the help of neighbors, who included the families of Watsons, Follos, Laux, Watchorns, Collinsons, Cliftons and Kees, the partitions were taken out and the interior freshly papered, an organ moved in, seats placed, a bell tower erected and a bell mounted. Thus for the first time in the history of Point De Tour it had a building to

be used exclusively as a meeting house, and Sunday afternoon services again became possible.

1888-1908. After the Sunday school at Fayette was closed, Mrs. James Watchorn started a Sunday school at her home in what was called Section 10. She kept this school faithfully through the years, using the Congregational Sunday school supplies and also a series of paintings known as "The Royal Scroll." Later, when the meeting house was fitted up she kept her Sunday school there. It was at this time that she gave a Christmas entertainment which filled the house.

1900-1903. Following the retirement from the active ministry of the Reverend C. F. Hawley, the Reverend Charles H. Seaver came in October of 1900 to preach a trial sermon. He was very well liked and was asked to return as a permanent minister. He soon brought his family to Garden and commenced his pastorate here in November, 1900.

Seaver was apparently just past middle age and believed in fitting the teachings of the Bible into the everyday business of living. From the records it appears that after the furnace closed new members from Fayette were enrolled at Garden. On February 23, 1902, the Reverend Seaver took the necessary steps to reorganize the church here and secured a new record book for it. He dismissed with letters six members from the Garden Church with recommendations that they join this church, and four more joined upon confession of faith.

Faithful in keeping his appointments whatever the

weather might be, Seaver preached every Sunday at the meeting house and on those evenings he also went to Fairport. Each New Year he distributed Advance Almanacs with their notations for daily Bible readings. For a time in Garden he published a small paper, Our Messenger, which sought to deal with local problems.

On September 13, 1903, he gave notice of termination of his pastorate to take a church in Rockford, Michigan.

1904-1906. The Reverend Thomas Henderson became our next minister. The first mention of him is in June of 1904, and for a part of the time he had church every Sunday in the meeting house. He held church at Fairport in private houses, since the school house had been moved from there in 1898. He also preached occasionally in Sac Bay. Talk of building a church was going about at that time, and he took a vote to find where it should be located. A lovely grove stood in a triangle of the road opposite where the town hall now stands, and this spot had a majority of one when the vote was counted. Henderson circulated a paper to find what amount would be subscribed toward building a church, but no further progress with the project was made at that time.

Henderson's farewell sermon was preached in the meeting house on August 5, 1906, and the Reverend Charles Brodie gave a short address at the same time.

1907-1912. It was from August of 1907 to the spring of 1912 that the Reverend Duncan McKenzie was the pastor in this field. The property where the meeting house stood had been

sold, and he now held services in the Mud Lake Schoolhouse. The Reverend McKenzie also preached at Fairport.

There was much local support for a church where any Protestant minister could hold services if the people wished it. A vote was taken to decide where such a church should be built. Discussion centered about sites around the corner of John Watchorn's farm opposite the Mud Lake Schoolhouse and where the Cheese Factory now stands, a lot at the Sac Bay crossing or one near the post office. In the early summer of 1908 a building committee was appointed, and they were instructed to build a church near the post office with the same dimensions as the Garden church. The material to be used was left to the trustees to decide.

Later, at the annual church meeting held at the Mud Lake schoolhouse on December 16, 1908, the building committee was again named, and this time the same four men were elected to serve: L. P. Peterson for three years, Martin Birk for three years, Robert Watson for two years, and William Follo for two years. In addition, Mrs. John Watchorn was elected for one year and Miss Lucy Elliott for one year. Peterson was chosen chairman, Birk treasurer, and Miss Elliott secretary.

In January of 1909 an earlier plan to build of cement blocks was discarded in favor of a frame construction made on the recommendation of the Congregational Church Building Society, and the plan was implemented through them. In March it was learned that the Mud Lake schoolhouse could no longer

be used, so services reverted to private houses. Some people remember a few in what was known as the Thorndyke house on the road running east from the post office.

A meeting of the church building committee was held at the home of O. Follo on the night of March 23, 1909, and McKenzie was instructed to purchase the necessary building material from the Van's Harbor Lumber Company. He interviewed the superintendent the next week, and they agreed on the amount to be furnished within one month's time. Then the Van's mill burned and the lumber was secured from the Bay de Noc Lumber Company at Nahma.

Theodore Hazen was hired as carpenter, Chris Follo worked with him and other help was donated. John Dotsch with the assistance of Baker did the mason work. Work on the frame work of the church began on June 2 and was pushed rapidly to completion. On August 29 the church was formally dedicated by the Reverend McKenzie.

The cost of the church was about \$900, and of this amount \$700 had been raised by the time it was built. In the spring of 1908, dimes had been placed in the hands of all those interested in seeing a Protestant church built. They were asked to invest the dimes and to return them at Thanksgiving with whatever amount they had been able to raise. This effort with the accompanying social yielded about \$150 which was placed in a building fund.

When the time came for the actual work to begin on the church, McKenzie went about taking subscriptions and in

the short time in which he made a complete canvass he secured nearly \$300 in cash and notes given for six months. These he immediately discounted at the bank; from concerts, socials and other sources enough money was raised so that only \$200 remained to be paid, and this was borrowed from William Stellwagen of Garden on a note signed or endorsed by the entire building committee. This amount was reduced to \$145 in April, 1911.

The lot upon which the church stands was donated by Mr. and Mrs. John Follo. One dollar was paid to legalize the transfer, and this Follo immediately gave back to be used in recording the deed. The pews were given by a Grand Rapids church, and parishioners had only to pay the freight. The reading desk was the gift of the Ladies' Aid, and Mr. and Mrs. McKenzie presented the church with the large Bible.

On January 22, 1912, the congregation regretfully voted to accept the resignation of Pastor McKenzie to take effect on July 1 or as soon after May 1 as his successor could be found.

1912-1915. The Reverend Roy Columbus was here as pastor. He held church services here and also at Fairport. During his stay he acquired an automobile and thus was the first minister to introduce a mode of travel now so common. Attendance at church was quite good during his pastorate.

Through the use of the automobile it was much easier for the pastor to make parish calls, and Columbus had some knowledge of first aid. This at times proved most helpful.

In one instance he was able to dress the wounds of a man who had been accidentally shot in both legs.

1915-1934. On December 1, 1915, the Reverend Harold Heafield came to this field. He remained as pastor until his death on March 31, 1934.

From the time of the Reverend Hawley's ministry in 1895, the Home Missionary Society at Lansing assisted with the pastor's salary in this field. In 1918 a drive began to raise the entire salary of \$300 locally. This was done, but the final payment was not made until July, 1919. At that time, realizing that debts were getting beyond local means, the trustees asked Miss Inez Robertson, a music teacher at Fairport, to give an entertainment in the Fairport Grange Hall for the benefit of the church. On July 2, with home talent, she staged the "Sweet Family," realizing \$86 from all sources.

Sunday School sessions were held at intervals.

When he first came, Heafield conducted services at the church and at Fairport. During the winter of 1916-1917 he came to Sac Bay for services in the home of Mr. and Mrs. Bernhard Pizzala. In the more than eighteen years he spent in this field, the church membership increased. It was a source of pride and joy to him and to the whole congregation when in July of 1933 he welcomed seven young men into the church.

Heafield came down for services as long as he was physically able, conducting his last service on New Year's

Eve, 1933, with great difficulty. He was, perhaps, the last of the local preachers to make the long trips with horse drawn vehicles. He too, used a car when roads permitted. In reviewing those years and thinking of the long cold rides in winter and the hot and dusty drives in summer, these seem very trying; yet the same conditions had to be met by everyone earning a living here, and there were some compensations in this slower mode of travel. Then the rig of a neighbor or friend was recognized in the distance and people stopped for a few minutes to chat; now they ask, "Do you know whose car we passed?"

1934-1936. In the summer of 1934 the Reverend Werner Nelson of the Gospel Tabernacle of Gladstone preached a sermon in the community church which was so well liked that he was invited to come again. Later the trustees were asked to permit the use of the church for services by Nelson until the Congregational Board again had a minister in this field. The permission was granted, and the Ladies Aid undertook to make up the difference between the sum agreed upon, \$6.00 for each service, and the amount taken in collections. The J. F. F. Club agreed to do the same on the next Sunday when services were held. Nelson came every two weeks; the congregation grew large and collections were good. In September of 1935 Nelson was asked to remain for another year at \$10.00 per service. However, when in June of 1936 a call came from Balsam Lake, he took it and offered to find another minister to fill his unexpired term. This the trustees

did not require of him, and the Reverend R. M. Barksdale came to preach a trial sermon.

In September of 1936 a call was extended to the Reverend Robert M. Barksdale to hold church services every other Sunday for one year. The congregation was to pay \$240 with the understanding that settlement was to be made at the end of each service. This has been done so far, and the hope is to keep it up if possible. The strain on both minister and congregation is much lighter when the credit system is eliminated.²²

From 1936 until the present a history has not been kept of the First Congregational Church.

SUMMARY

The communities found on the Garden Peninsula along the shores of Big Bay de Nocquet are much the same today as they were in the distant past. The population is somewhat less, however. One generally finds the men in the same or very similarly related work, as in previous times. The populace of Garden, Van's Harbor, Fairport and the Garden Corners find employment in cutting wood, which mainly supplies the Mead Paper Company at Escanaba; in commercial fishing near the mainland; in local businesses and local government. Some travel to other parts of the Upper Peninsula to find work for various construction firms.

One other source of employment is that of farming. Several farms raise beef cattle, while others raise soybeans and other food crops. In recent days, with the economy having known better times, these jobs haven't been a reliable source of income. There was an over-supply of wood, for example, during the winter 1975. This put many men out of work.

The Michigan Department of Natural Resources has outlawed the use of gillnets and has greatly restricted the areas for catching whitefish. Although the Michigan legislature has said it would help pay the cost of converting to traps nets, the funds have not been forthcoming. Local businesses have fallen on hard times with people reluctant to spend hard earned dollars. Many federal and state funds

have been either cut sharply or discontinued altogether. Opportunities for construction work appear fairly strong throughout the Upper Peninsula, but no one is certain for how long. Farming of any kind is a very costly business. The price of new machinery, hired help, feed for animals, fertilizers and pesticides, for example, hardly make it worth while. Tourism plays a rather small part in the peninsula's economy at the present time, even with the ever expanding Fayette State Park. However, there is presently talk of creating an interstate park between the Garden Peninsula and Door County, Wisconsin. Prospects for a growing tourist trade would brighten considerably if this were to come about.

But no matter how bad the times may actually be, the people of the Garden Peninsula will ride them out. They are a hardy, strong people who have always managed to survive the hardest of times. The people feel things will just naturally straighten themselves out somehow, given enough time. Meanwhile the sun will continue to shine on this beautiful peninsula.

FOOTNOTES

FOOTNOTES

Chapter I

¹Garden Peninsula Lions Club, Industrial Committee, Industrial Location Advantages of the Garden Peninsula (Garden, Michigan, January, 1952), pp. 2,7,9.

²The Escanaba Daily Press, June 29, 1963.

³Garden Peninsula Lions Club, op. cit. pp. 2,7,9.

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¹Western Historical Company, History of the Upper Peninsula of Michigan (Chicago, 1883), p. 230.

²Emerson F. Greenman, The Indians of Michigan, John M. Munson, Michigan Historical Fund Publication, Pamphlet No. 5 (Lansing: Michigan Historical Commission, 1961), p. 13.

³The Escanaba Daily Press, June 29, 1963.

⁴Western Historical Company, op. cit. p. 231.

⁵Henry Lang and Ruth Lang, Indian Cliff Paintings (n.p., n.d.).

⁶Cornelius Sochay, "Indians At Garden and Nahma" (unpublished manuscript; n.p., September 7, 1952).

⁷Walter Hornstein, "Indian Copper Legend" (unpublished manuscript; n.p., July 30, 1953).

Chapter III

¹Delta County Historical Society Research File, Escanaba, Michigan.

Chapter IV

¹The material in this chapter is derived from the following sources: The Escanaba Daily Press, November 11, 1923; George N. Fuller, ed., Michigan Centennial History, (4 vols; Chicago: Lewis Publishing Company, 1939), Vol. 2,6,8,19; State Surveyor at Marquette, Michigan, Department of Natural Resources, original MS surveyors' field notes of Delta County, Michigan.

²The Escanaba Daily Press, November 11, 1923.

³State Surveyor at Marquette, Michigan, Department of Natural Resources, original MS surveyors' field notes of Delta County, Michigan.

⁴The Escanaba Daily Press, November 11, 1923.

⁵Ibid.

Chapter V

¹Mrs. George Coppess, unpublished manuscript, (n.p., n.d.).

²Delta County Historical Society Research File.

³Western Historical Company, History of the Upper Peninsula of Michigan, pp. 238, 48-49.

⁴The Escanaba Daily Press, n.d.; Adele Elliott, "A History of Fayette and Fairbanks Townships" (unpublished manuscript; Delta County Historical Society, n.d.).

⁵Mrs. Cornelia M. Jensen, unpublished manuscript (Delta County Historical Society, n.d.).

⁶The Escanaba Daily Press, August 8, 1967.

⁷Ibid., April 24, 1969.

⁸Ibid., August 6, 1969.

⁹Ibid., undated clipping, Delta County Historical Society.

¹⁰Ibid., September 3, 1969.

¹¹Ibid., September 25, 1969.

¹²Ibid., August 6, 1970.

Chapter VI

¹The Escanaba Daily Press, September 2, 1950; also, personal interviews with the late Stella (Sexton) Bergeson, Walter Hornstein and Rufus Spaulding, Garden, 1966.

²The Escanaba Daily Press, September 2, 1950.

Chapter VII

¹Personal interview with Henry Thompson, Garden, 1970.

²Judge Albert Miller, "Pioneer Sketches," Pioneer Society of Michigan Collections, 7 (1886), p. 251.

³State Surveyor at Marquette, Michigan, Department of Natural Resources, original MS surveyors' field notes of Delta County, Michigan.

⁴Personal interview with Mrs. Charles Winter, Garden, 1970.

⁵Vernon C. Winter, unpublished manuscript (Mankato, Minnesota, n.d.).

⁶The Escanaba Daily Press, Progress Edition, Hiawathaland Section, 1936.

⁷Adele Elliott, "A History of Fayette and Fairbanks Townships" (unpublished manuscript; Delta County Historical Society, n.d.).

⁸Delta County Court House, MS Records of Deeds (250 vols; Escanaba, Michigan, n.d.), LXXVIII, 378.

⁹Vernon C. Winter, op. cit.

¹⁰Mrs. George Coppess, unpublished manuscript.

¹¹Vernon C. Winter, op. cit.

¹²Iron Port (Escanaba), October 12, 1878; January 18, 1879, (microfilm at Carnegie Public Library, Escanaba).

Chapter VIII

¹James Dotsch and Mrs. William (Mildred) Swaer, unpublished manuscript (Garden, Michigan, n.d.).

²MS Garden Village Books (4 vols; Garden, Michigan, 1887), I, 1-3.

³Our Sunday Visitor (Marquette, Michigan), August 30, 1953.

⁴Mrs. George Coppess, unpublished manuscript.

⁵James Dotsch and Mrs. George Coppess, unpublished manuscript; personal interview with Mrs. Charles Winter, Garden, 1970.

⁶Letter from Jerome Finster, Office of Civil Archives, Social and Economic Branch to the author, Washington, D. C., August 29, 1972.

⁷James Dotsch and Mrs. George Coppess, op. cit.; personal interview with Mrs. Charles Winter, 1970.

⁸The Escanaba Daily Press, March 25, 1971; personal interview with Corinne (Bernier) Schunurer, Escanaba, 1971.

⁹James Dotsch and Mrs. George Coppess, op. cit.; personal interview with Mrs. Charles Winter, 1970.

¹⁰Loc. cit.

¹¹Loc. cit.

¹²MS Garden Village Books, I, 46, 47.

¹³The Escanaba-Calumet (Escanaba), February 8, 1889.

¹⁴James Dotsch and Mrs. George Coppess, op. cit.; personal interview with Mrs. Charles Winter, 1970.

¹⁵Iron Port (Escanaba), July 1, 1905.

¹⁶The Escanaba Journal, May 4, 1906.

¹⁷James Dotsch and Mrs. George Coppess, op. cit.; personal interview with Mrs. Charles Winter, 1970.

¹⁸Loc. cit.

¹⁹Loc. cit.

²⁰The Garden-Fayette News (Garden, Michigan), April 2, 1920.

²¹James Dotsch and Mrs. George Coppess, op. cit.; personal interview with Mrs. Charles Winter, 1970.

²²Personal interview with Mrs. John (Lynn) LaVallee, Garden, 1971.

²³Mrs. George Coppess, op. cit.

²⁴James Dotsch and Mrs. George Coppess, op. cit.; personal interview with Mrs. Charles Winter, 1970.

²⁵The Escanaba Daily Press, October 1, 1968.

²⁶Ibid., April 22, 1970.

²⁷Ibid., May 9, 1962; William J. Duchaine "Dan Seavey" The Chicago Sunday Tribune Magazine, April 2, 1962, 34-35; WDBC's "Story of the Week," 6:00 p.m., September 6, 1953 (Typescript of broadcast, courtesy of News Bureau of Radio Station WDBC, Escanaba).

²⁸Letter from Walter Hornstein to Arthur Hutchinson, Garden, Michigan, March 17, 1942.

Chapter IX

¹The Escanaba Weekly Journal, September 4, 1908.

Chapter X

¹MS article by unknown author, "Negaunee Centennial," (n.d.), Delta County Historical Society Research File; also, research fragments at Fayette State Park.

²The Grand Rapids Press (Grand Rapids, Michigan), August 26, 1962.

³Mrs. George Coppess, unpublished manuscript.

⁴"Negaunee Centennial" op. cit.; Fayette State Park, op. cit.

⁵Adele Elliott, "A History of Fayette and Fairbanks Townships."

- ⁶"Negaunee Centennial," op. cit.; Fayette State Park, op. cit..
- ⁷Clint Dunathan, "Fayette," Michigan History Magazine, Vol. 41 (1957), 204-208.
- ⁸"Negaunee Centennial," op. cit.; Fayette State Park, op. cit..
- ⁹The Escanaba Daily Press, April 11, 1967.
- ¹⁰"Negaunee Centennial," op. cit.; Fayette State Park, op. cit..
- ¹¹Adele Elliott, op. cit..
- ¹²The Escanaba Daily Press, 1947.
- ¹³T. E. Daw, "Charcoal," Michigan Conservation, Vol. 36, No. 2, (March-April, 1967), 14-17.
- ¹⁴The Escanaba Daily Press, 1947.
- ¹⁵Fayette State Park, Historic Fayette Townsite (n.p., n.d.).
- ¹⁶"Negaunee Centennial," op. cit.; Fayette State Park, op. cit..
- ¹⁷Clint Dunathan, op. cit..
- ¹⁸Adele Elliott, op. cit..
- ¹⁹"Negaunee Centennial," op. cit.; Fayette State Park, op. cit..
- ²⁰Clint Dunathan, op. cit.; "Negaunee Centennial," op. cit.; Fayette State Park, op. cit..
- ²¹The Escanaba Daily Press, July 14, 1967.
- ²²Adele Elliott, op. cit..
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- ¹MS article by unknown author, "Negaunee Centennial," (n.d.), Delta County Historical Society Research File; also, research fragments at Fayette State Park.
- ²The Escanaba Daily Press, July 14, 1967; Fayette State Park, op. cit..

- ³The Escanaba Daily Press, February 17, 1965.
- ⁴Letter from Jerome Finster, Office of Civil Archives, Social and Economic Branch to the author, Washington, D. C., August 29, 1972.
- ⁵The Escanaba Journal, April 7, 1916.
- ⁶The Escanaba Daily Press, November 1, 1947.
- ⁷Iron Port, October 19, 1878.
- ⁸Adele Elliott, "A History of Fayette and Fairbanks Townships."
- ⁹The Milwaukee Journal, April 1, 1934.
- ¹⁰The Escanaba Daily Press, September 22, 1946.
- ¹¹Ibid., April 23, 1956.
- ¹²Ibid., September 22, 1946.
- ¹³Ibid., August 31, 1956.
- ¹⁴Ibid., 1967.
- ¹⁵Ibid., June, 1936.
- ¹⁶Ibid., January 10, 1937.
- ¹⁷Ibid., April 10, 1971.
- ¹⁸Ibid., April 11, 1967.
- ¹⁹Ibid., December 30, 1967.
- ²⁰Ibid., January 10, 1969.
- ²¹Ibid., April 10, 1971.
- ²²Ibid., July 31, 1971.
- ²³Ibid., August 20, 1970.
- ²⁴Ibid., July 31, 1971.
- ²⁵Ibid., February 3, 1972.
- ²⁶Ibid., July 1, 1974.
- ²⁷Ibid., June 28, 1974.

Chapter XII

¹The Escanaba Daily Press, undated clipping, Delta County Historical Society; Adele Elliott, "A History of Fayette and Fairbanks Townships."

²Delta County Historical Society Research File.

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Chapter XIV

¹The Manistique Pioneer-Tribune (Manistique, Michigan), June 30, 1938.

²James Dotsch and Mrs. George Coppess, unpublished manuscript.

³Escanaba-Calumet, February 19, 1889.

⁴James Dotsch and Mrs. George Coppess, op. cit.

⁵Letter from Jerome Finster, Office of Civil Archives, Social and Economic Branch to the author, Washington, D. C., August 29, 1972.

⁶James Dotsch and Mrs. George Coppess, op. cit.

⁷The Escanaba Daily Press, undated clipping, Delta County Historical Society.

⁸Iron Port, May 4, 1907.

⁹Ibid., November 9, 1907.

¹⁰The Escanaba Journal, April 23, 1909; The Escanaba Daily Mirror, Industrial Edition, 1909.

¹¹James Dotsch, Mrs. George Coppess and Mrs. Charles Winter, unpublished manuscript.

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- ¹James Dotsch, Mrs. George Coppess and Mrs. Charles Winter, unpublished manuscript.
- ²Iron Port, April 27, 1907.
- ³Ibid., October 26, 1907.
- ⁴Ibid., November 30, 1907.
- ⁵Escanaba Weekly Journal, October 30, 1908.
- ⁶James Dotsch, Mrs. George Coppess and Mrs. Charles Winter, op. cit.
- ⁷George Springer, "The Garden Bay Railway Company," The Soo-Liner, Vol. 10, No. 3 (July-August-September, 1959), 15, 25, 29.
- ⁸The Escanaba Daily Press, June, 1916.
- ⁹Personal interview with Mrs. William (Babe) Winter, Garden, 1972.
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- ¹Our Sunday Visitor, August 30, 1953.
- ²Personal interview with Mrs. Charles Gauthier, Garden, 1966.
- ³Our Sunday Visitor, August 30, 1953.
- ⁴St. John the Baptist Catholic Church, Garden, Michigan, MS Records, (n.d.),; Personal interview with Mrs. Charles Winter, 1970.
- ⁵Our Sunday Visitor, August 30, 1953.
- ⁶St. John the Baptist Catholic Church, op. cit.
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- ¹¹The Escanaba Daily Press, 1955.
- ¹²St. Johns-St. Peter's Parish, MS Council Minutes, Garden, Michigan, (n.d.).
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- ¹⁴Loc. cit.
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- ¹⁶St. John the Baptist Catholic Church, Sunday Bulletin, mimeographed (Garden, Michigan, n.d.).
- ¹⁷The First Congregational Church, Garden, Michigan, MS Records, (n.d.).
- ¹⁸Adele Elliott, "A History of Fayette and Fairbanks Townships."
- ¹⁹The First Congregational Church, op. cit.
- ²⁰Personal interview with Mrs. Harold Heafield, Garden, 1966.
- ²¹The First Congregational Church, op. cit.
- ²²The First Congregational Church, Fayette, Michigan, MS Records, (n.d.).

APPENDICES

A

Family Names of Earliest Settlers

- 1 Ansell
- 2 Bailey
- 3 Beardsley
- 4 Boudreau
- 5 Conkling (Conklin)
- 6 Cousineau
- 7 Delorier (Deloria)
- 8 Dotsch
- 9 Farley
- 10 Foote
- 11 Fountain
- 12 Gauthier
- 13 Gray
- 14 Hazen
- 15 Jacques
- 16 LaCost
- 17 LaMotte
- 18 Lappeleau
- 19 Lemieux
- 20 Lemirand
- 21 Lemire
- 22 McDonald
- 23 McNalley
- 24 McPhee
- 25 Olmstead (Olmsted)
- 26 Pellitier
- 27 Plant
- 28 Potvin
- 29 Rivers
- 30 Roberts
- 31 Rost
- 32 Sexton
- 33 Spaulding
- 34 Squires
- 35 Stellwagen
- 36 Streeter
- 37 Tatrow
- 38 Thibault
- 39 Tracey
- 40 Truckey
- 41 Winter

B

Garden Village Presidents

- 1 Edward L. Foote - 1886
- 2 Robert A. McDonald - 1888
- 3 Gustave Bourdlais - 1889
- 4 Aristides Thibault - 1891
- 5 Gustave Bourdlais - 1892
- 6 Aristides Thibault - 1893
- 7 John Bonifas - 1894
- 8 Edward L. Foote - 1896
- 9 William Bonifas - 1898
- 10 John Bonifas - 1900
- 11 Henry Dotsch - 1901
- 12 William A. Lemire - 1903
- 13 Edward L. Foote - 1904
- 14 George Morsil - 1906
- 15 Daniel Kelly - 1907
- 16 Edward Bureau, Jr. - 1908
- 17 Joseph Deloria - 1909
- 18 Theodore Hazen - 1912
- 19 Robert A. McDonald - 1914
- 20 Henry Deloria - 1918
- 21 George Joque - 1923
- 22 James Dotsch - 1925
- 23 George Joque - 1927
- 24 Asa Tatrow - 1931
- 25 Eugene Bernier, Jr. - 1939
- 26 Walter Deloria - 1940
- 27 Thomas Truckey - 1940
- 28 Asa Tatrow - 1940
- 29 Alfred LaVallee - 1941
- 30 Ulysses J. Maynard - 1948
- 31 Robert Tatrow - 1951
- 32 Joseph Hermes - 1952
- 33 Herbert Plante - 1956
- 34 Robert Tatrow - 1960
- 35 Calvin Richard, Sr. - 1964
- 36 Howard Ansell - 1972

C

Garden Postmasters

- 1 Asel Y. Bailey: September 7, 1865
- 2 Charles Lappeleau: September 10, 1867
- 3 Peter Putvin: September 20, 1872
- 4 Jane E. Streeter: July 20, 1874
- 5 Antoine Deloria: December 27, 1877
- 6 Hiram G. Squires: June 7, 1883
- 7 Antoine Deloria: September 17, 1884
- 8 John Healy: April 10, 1895
- 9 Henry Deloria: August 27, 1896
- 10 Joseph Deloria: November 17, 1903
- 11 Sarah E. Beardsley: October 15, 1930
- 12 Roland J. Boudreau: August 4, 1933
- 13 Mrs. Eugene (Mary Jean) Bernier, acting
postmaster: January 10, 1970
- 14 Donald E. Zehren: August 14, 1971

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The Delta County Historical Society Research File in Escanaba is a rich source of many types of published and unpublished materials. It includes many undated newspaper clippings which the author has found extremely useful.